Shipwrecks & Maritime History
in and around
The Isle of Scilly

ED CUMMING & TODD STEVENS
MIBEC PUBLICATIONS
Regional Series 1
CONTENTS

1 - The Main Incident Directory
Incidents, ‘total loss’ and ‘casualties’ of named and identified vessels in alphabetical order.
Page 7

2 – Unidentified Vessels Recorded Lost
Period c.1120 to 1749 - Records mainly from the historical archives.
Period from 1750 – Mainly from Lloyd’s and various newspaper archives.
Page 191

3 – Signs of Wreck
Items of cargo and possible ship’s structure, reported in and around the Islands.
Page 209

4 – Smuggler Incidents
Odd records from the archives mentioning Scilly.
Page 212

5 - Ships, Taken, and Sometimes Retaken
Incidents occurring mainly during the various wars prior to c.1900.
Page 214

6 – Scillonian Pilots
Losses & Incidents incurred by the Scillonian Pilots.
Page 216

7 - Local Incidents & Tragedies
Losses & Incidents incurred by the Scillonian Population.
Page 219

8 – Historic Maritime Research
Archive transcriptions & research reports from the Islands Maritime Archaeology Group.
Page 222

9 - Odd Historical Snippets from the Archives
Page 244

10 - Aircraft Losses
Relevant to the Isles of Scilly.
Page 252

11 - References & Bibliography
Page 256

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Appendix I
Incidents, ‘total loss’ and ‘casualties’ of named and clearly identified vessels in date order.
Page 264

Appendix II
Searching the Anchorages and the Entrances into Scilly.
Page 277
Map of the Islands of Scilly by T. Kitchen.
Page 281

Scilly: Also spelt or called: Silly; Silley, Scilley, Scully, Sully, Scillie, Sylly, Selina, Sorlinges, Sorlinghe, Sorlingues, Syllingane, Cassiterides and Lyoness to name but a few.
INTRODUCTION

This maritime compendium covers the archipelago of the Isles of Scilly. It also covers the surrounding sea areas which use Scilly as a focus, i.e. incidents, usually referred to as ‘off Scily’. The Seven Stones are certainly included and some incidents may cover an area nearer to the Wolf Rock and Land’s End. The intention is to identify and verify significant maritime incidents and recorded historical events by searching contemporary archives for references. It is not intended to record detail which can be found in a well-researched, published format, hopefully referenced here. Trying to locate the source of a particular incident is, however, the objective. Many of the early historical events have been sourced from archives like British History Online (BHO), later ones from Lloyd’s Maritime Lists and those provided by the Times and the British Newspaper Archive (BNA); all available via the Internet. Ideally, at a minimum, these entries will provide limited information on the event and, for some, notes may guide you to additional information which may be found in specialist publications and the Internet. The principle section, the directory, is a listing of the Isles of Scilly historical maritime ‘incidents’; it does not only include a ‘total’ or ‘complete’ wreck. It includes other incidents generally referred as ‘casualties’. There are codes which attempt to classify the various incident categories; they are based on the information available.

Particularly with the directory, not all the information from these various sources is consistent, and many of the publications available are poor in respect of references. As a result, correct spelling of the vessel’s name and subsequent indexing, has at times, been difficult.

Early newspaper reports and sources like ‘Lloyd’s List’, sometimes provide the only reference to many of these incidents, particularly those prior to c.1750. Where possible all these transcribed reports have been reproduced as close as possible to the actual written entries in the specific report. Included in this contemporary text is the archaic use of capital letters, punctuation, tense and contemporary spelling. Generally, particularly for the more detailed reports, it makes what can be very boring, more interesting to read. A few of these entries are unfortunately quite brief, occasionally illegible, and there certainly are errors. Newspaper reports in particular, must always be treated with caution.

Early Lloyd’s List: records appear to be reasonably reliable and are often the best at identifying the master/captain; spellings, however, often vary. Fortunately, much of the newspaper material in the earlier period is often sourced from Lloyd’s. Some of the newspaper entries transcribed here, may, if very lengthy, indicate additional information available in the original report. Every effort has been made to ensure that there is at least one reliable reference as to the source, but it certainly does not mean the content is a hundred per cent reliable.

From the late eighteenth century the number of local newspapers increased significantly and there is often much duplication, called ‘copy’. Circa 1800, for significant stories, you could easily find twenty or more titles with a similar report. Reports may also be lengthier and more detailed, often with relevant, local news additions, if published, for example, close to the home port.
Where there is multiple ‘copy’ in newspapers, and certainly if researching a particular incident, be prepared to view all the reports of relevance. Some, often obscure titles, contain much more information than others and the best extracts may not have been transcribed here. We must emphasis again; be very wary of misinformation and misspellings. Incident dates, however, in these entries can generally be relied upon for month and year.

Unless the archive records have been transcribed into a digital word processor format, the Internet searches are made using Optical Character Recognition (OCR) which, because of the sometimes poor state of the aged print and non-standard fonts, like the long ‘s’, will often miss the words you are searching. Many thousands of these incident reports have been searched visually for this publication, but many have not! If you are researching a particular incident listed here, more information may be found in archives like the Times and the BNA where the OCR text can be read from the screen.

There is little doubt that all incidents are noteworthy. Keep in mind that not only is there the particular Isles of Scilly event, in most instances there is also the home port somewhere else in the maritime world. If we are dealing with a total wreck, then the chances are that these ports may also be affected by the personal loss of crew and/or passengers; certainly a valuable vessel and cargo. Local archives can also be very informative. It is a tragedy that the Isles of Scilly parish records were lost due to a fire in 1751. In the case of a few reports transmitted to Lloyd’s, circa 1785, from the agent at Scilly, there may be an issue, and this is discussed in Section 2.2, dealing with observations of losses where the identity of the vessel is not known.

The main directory listing, A to Z, starts on page 7 and finishes on page 190. There are currently about 1620 incident entries in the main incident directory list where the vessel involved has a name or clear identity. The unidentified vessel detail (approximately 230 entries) has been presented in date order. Additional sections, again in date order, are listed in the contents list on page 1 and have been added for historical interest. The Appendix I, at the end of the publication, lists all the named vessels in date order by month. Within the month they are in alphabetical order since in many cases the stated day of the month is unreliable.

A special effort has been made to identify the names of individuals and other vessels recorded in all these events in order that they may appear in genealogy and research searches made on the digital version of this publication. A few entries are local vessels, lost elsewhere. Spelling variations found in the records may also be added to the record to assist digital searches.

Any remains of the wooden sailing vessels, not recoverable at the time, particularly those encountering coastal rocks or coming ‘on shore’ or ‘ashore’, will have been long removed by nature and/or the local populace. Wooden vessels sinking in deeper water were soon eaten away by marine boring organisms and, where their cargoes were perishable, it is unlikely that the final resting place will ever be found. Recorded cargo items which are not perishable; iron concretions and metal artifacts may provide an important clue to a newly discovered underwater site. Armed, wooden vessels, privateers and men-of-war, will, if not salvaged, often leave significant iron concretions from guns, anchors and ammunition.
There are a large number of cannon sites around Scilly. You will note from these records that it is the later iron/steel vessels which provide most of the 'diveable' wrecks in the Isles of Scilly waters. Some of the vessels listed were dispersed, towed away, re-floated, repaired or salvaged; this is not always clear from the record.

**Specialist Publications on Isles of Scilly Maritime Incidents.**

*Ships, Shipwrecks and Maritime Incidents around the Isles of Scilly. Isles of Scilly Museum Publication No. 3. Revised June, 1999:*

This is a comprehensive listing for the Isles of Scilly, started by Charlotte Dorrien Smith c.1959. It has been revised several times, recently in 1980 and again in 1999. The 1999 edition is referenced here and benefits from being a local publication supported by the Reference Library of the local museum in St. Mary’s. Apart from shipwreck, it includes many casualties and maritime notes. The total loss shipwrecks recorded in the 1980 edition was c.535 and in the 1999 edition they had increased to c.635. Unfortunately, the source of the individual entries is not clear. If the directory section here, cannot find a source, reference is often made to this local publication since the information has been found reliable. Referenced as (IOSM)


A useful book for divers, giving the relevant information they need to dive both interesting natural sites and selected wrecks. 118 sites are listed for Scilly including sites on the Seven Stones reef. No references are made to this publication here since they appear to be covered elsewhere. Divers should also be aware of Internet sites like www.wrecksite.eu & www.divernet.com


This index contains a significant section on the Isles of Scilly. The list is in date order, no page numbers are given and there is an alphabetical list of the named wrecks in the rear of the Isles of Scilly section. Importantly many individual references are given and the ‘unidentified’ incidents are placed within the date order. The number of named wrecks is c. 643 and the unidentified c. 85. Most of these appear to be total loss incidents. Many of the entries have extremely good detail and useful data from Lloyd’s, Board of Trade and West Country newspapers. Reference to this publication is noted as (SI).


Here there are c. 850 named vessels listed (c. 676 in the 2010 edition), about 295 of these have some detail within dialogue. There are c. 90 unidentified listed, of which 22 are mentioned in the text. This publication is also well illustrated. References to this publication are annotated (WoS). About 110 wrecks have more detailed reports (some very detailed), and many are referenced in this directory by adding the page number (WoS, page). A much earlier version c.1971, ‘Cornish Shipwrecks, Isles of Scilly’ is coded (CSIOS, page).
Internet:
[www.scillypedia.co.uk] - The incident list in this web site, launched in 2008, also noted many of the publications above and added a significant number of additional incidents.

[www.wrecksite.eu] - This database, has a significant amount information on many of the wrecks in and around the Isles of Scilly. Several are referenced here. The detail on these war losses is generally very well researched.

[www.naval-history.net] – This is a must for naval war losses.

[www.forgottenwrecks.org] - Forgotten Wrecks of the First World War - A lottery funded project run by the Maritime Archaeological Trust. Relevant wrecks here are coded MAT, since significant research, may have been undertaken by this project.

[www.wikipedia.org] – Relevant articles are appearing all the time.

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In all the publications above, references appear along with relevant bibliography by other authors for a particular incident or historical event. Mention is not necessarily made to publications where the entries are very brief or those incidents that are merely listed without a reference. See also the Bibliography in Section 11, which also includes references from the very important, Scillonian Magazine.

Notes:
The symbol ‘?’ means there could be some uncertainty with the data or, that the meaning is not fully understood. Some entries may mention that a reference has not been found. This is a challenge, not a deterrent; information is continuously being added to archives, many of which are available via the Internet.

If there are any copyright issues, please inform the Editor.

CODES:

| (AD) – Abandoned Derelict | (LV) – Local Vessel Lost Elsewhere | (RNR) – Record Needing Research |
| (AU) – Ashore Undamaged | (M) – Missing Vessel | (Sal) – Salvage Involved |
| (Col) – Collision | (PTL) - Probable Total Loss | (TL) – Total Loss |
| (DNR) – Damaged Needing Repair | (PMR) – Possibly Misleading Report | (WL) – War Loss. See also Section 5 |
| (FFU) – Final Fate Unknown |

TERMS:
‘Hhds’ – Hogsheads: ‘Bulged’ or ‘bilged’ - The vessel’s bottom has been holed:
‘&c’ – and so on or etc.: ‘Ultimo’ or ‘ult.’ – last month: ‘Instant’ or ‘inst.’ - current month: ‘To make contact’ – A collision: ‘Se’nnight’ – Fortnight:
(S); ss or SS – Steam Ship: ‘Strand’ – Position of the stranding: The term can also mean a total loss:
‘Missed Stays’ - The moment when, during the operation of tacking, a sailing vessel is head to the wind. If she hangs there, with her head not paying off on the opposite tack, she is said to be ‘in stays’. If her head fails to pay off on the opposite tack but falls back on the original tack, she is said to have ‘missed stays’. This resulted in several wrecks, particularly in poor weather.
“Trinity House tells me that they have made their application to the King that the coast of England may be generally surveyed anew, the appearing universally to be laid down false, and particularly Scilly, 10 minutes more north than it ought to be; by which our ships have been always to this day exposed to ruin.” *Samuel Pepys*

1 - The Main Incident Directory

**‘A’ Entries**

**A. A. Raven** [14/3/1918] (TL) The American steamship *A. A. Raven* was torpedoed and sunk by German Submarine **UB-55** on 14/3/1918, off the Scilly Islands (17 miles off St. Mary’s). Ref. wrecksite.eu (Their Reference: Hocking C Dictionary of Disasters at Sea during the age of steam.) Lloyd’s Confidential War Loss Record WW1, page 206. (See also MAT.)

**ABEONA** [12/1852] (PTL) [RNR] – Morning Post, Wednesday, 29/12/1852:

“A piece of wood, 15 inches long with **Abeona** carved thereon, in letters 1½ inch long, was picked up at Tresco on the 22nd Dec.”

**ABYSSINIA** [12/1891] (TL) – Hull Daily Mail, Tuesday, 22/12/1891:

“A Lloyd’s telegram from Scilly says: - The Norddeutscher steamer **Spree**, from New York, signaled that the **Abyssinia** steamer, of London, has been destroyed by fire. All hands saved and well.”

The Belfast News-Letter, Tuesday, 23/2/1892 has a very lengthy and informative report detailing the Board of Trade Inquiry.

**ACASTUS** – [10/1869] (TL) [M] – Edinburgh Evening Courant, Wednesday, 6/10/1869:

“It is with much reason feared that the barque **Acastus**, of North Shields, which sailed from Queenstown, for London, on the 11th or 12th of September, laden with timber and Indian corn from the Black Sea, has foundered during the violent gale which prevailed about the time she left Queenstown, and that all hands have perished. On the 27th ult. the stern and bottom of one of the boats belonging to the **Acastus** was picked up off Tenby, in Wales; intelligence has been received by the owners [Messrs. John & John S. Twizell, of Tyne Street, North Shields that another of the boats had been cast ashore at Scilly; and it is reported that part of a boat marked ‘**Acastus**, North Shields’ and some boxes of onions and loose oranges, has been washed ashore at Marloes. [sic]”

**ACHILLE MARIE** [14/2/1884] (TL) – Sunderland Daily Echo and Shipping Gazette, Thursday, 21/2/1884:

“The **Achille Marie**, French schooner, from Fowey for Huelva, foundered on the 14th off Scilly. Crew landed at Gibraltar.”

**ACHILLIES** [c.29/10/1784] (TL) - Reading Mercury, Monday 22/11/1784:

“A letter from Dublin, dated, October 13, says; “The **Achilles**, Captain Bready, from Lisbon to London, laden with wine and fruit, was lost on St. Mary’s Rocks of Scilly, on the 29th ult. Of 21 persons on board, among who were 3 female passengers, only the captain and boy were saved, who were picked up by a vessel bound to Londonderry, and are now arrived in this city. The above vessel was partly owned by a merchant at Cork.”

Derby Mercury ‘Copy’.

**ACHILLIES** [c.26/3/1886] (AD) [Sal] - Times: Monday, 29/3/1886, Issue 31719:

‘Derelict **Achillies** towed to mainland’

“The brigantine **Albert Rene**, of Nantes, arrived in Penarth Roads on Saturday night, with the German barque **Achillies** of Memel, in tow, having picked her up derelict between Scilly Isles and the Longships. The **Achillies** had all her sails set, and when boarded by the **Albert Rene** appeared to have been very recently abandoned by her crew. The **Achillies** has a cargo of coal and was outward bound from Cardiff. Nothing is known of her crew.”

Manchester Courier and Lancashire General Advertiser, Wednesday, 7/4/1886:

“Suspicious Circumstances: An examination of the German barque **Achillies**, which was found deserted last week near Scilly Isles and towed to Cardiff, has revealed some startling circumstances. In the aft part of the vessel two holes had been bored with a large auger below the water mark, and temporarily stopped by delaying pins, which however, had swollen and remained fast. A large hole had also been cut in the deck amidships on the port side, and boards had been nailed inside the stanchions, the effect of which would be to allow heavy seas shipped to flow into the hold. The German authorities have ordered an inquiry into the matter.”


Collision, no serious damage.
The ship **Active**, Morgan, from Portsmouth, in ballast, to Chepstow, is lost at Scilly. Crew saved by the Scilly Pilots.

Note: Times, 30/12/1805:

"Ten days since two victualling brigs sailed from hence with provisions for our ships at St. Mary’s, Scilly. They encountered shocking weather; the **Active**, one of them, shipped such a sea as carried away her masts and she arrived at Scilly in a bad state; the other, it is feared, has foundered."

Possibly the brig **Harvey**.

See also Royal Cornwall Gazette 29/12/1804 & Lloyd’s List: Fri. 28/12/1804, No. 4178.

**ADA of Scilly** [3/1837]

Times; Wednesday, 15/3/1837, Issue 16364: (Incident) – ‘Murder at Sea’.

"Falmouth, March 11 – On the 9th instant a small vessel called the **Ada** of Scilly, Edwards master, arrived here from St. Michael, with a cargo of fruit, consigned to a mercantile house here. Yesterday a seaman named Petrie who had been put on board by the British Consul, for passage to this country as a discomfited subject, went to the mayor and deposed, that a boy had died on the passage in consequence of the ill treatment of the master and mate. Today a full enquiry has taken place at the Town Hall, before the mayor and one of the justices for the borough. It appeared that the vessel had sailed from St. Michaels on the 22nd July; that on the 26th the diseased boy had been charged with having drunk part of the coffee intended for the master’s breakfast; in consequence the latter had struck him across the back with a handspike, and caused him to be tied by the legs and hoisted up to the "jaws of the gaff" legs uppermost, which he was kept sometime; that the boy after a while, managed to get head upwards, and was then taken down; and that he was on coming down, forced over the side of the vessel into the water. Various other acts of severity were disposed of, one of which was, that the captain tied the boy with a rope round the waste and threw him overboard till he was senseless, and the foam was issuing from his mouth. The boy was laid on the deck in his wet cloths, where he continued groaning until about 9 at night, when he was found to be quite dead. In these acts the master and mate appeared by the evidence to have acted with about equal brutality. The evidence of Petrie was fully corroborated by a seaman belonging to the vessel named Sullivan, and a boy belonging to Poole named Harley. The master and mate are remanded a week to the town gaol."

Times: Saturday, 8/3/1837, Issue 16385: – Central Criminal Court

"Before Mr. Justice Litteldale and Mr. Justice Coleridge. Richard Edwards, sailor, aged 21, and John Woodcock aged 19, were indicted for the willful murder of Alexander Nance, aged 19, upon the high seas within the jurisdiction of the Admiralty. After a long trial they were convicted of manslaughter."

See, Times; Wednesday, 15/3/1837, Issue 16364: Trial of Scillonian Boatmen, 1837:

Times: Friday, 14/4/1837, Issue 16390: – Central Criminal Court

"Richard Edwards and John Woodcock, who had been convicted of manslaughter on the high seas under very aggravated circumstances were then placed at the bar. The Recorder told them that they had been convicted of the offence of manslaughter, the circumstances attending which differed very little from the crime of willful murder. One of them was the master, and the other the mate, of the vessel on board of which a lad, under their command, met his death by their cruel treatment. It appeared from the evidence adduced at the trial, that they had both been guilty of a series of barbarous acts towards the unfortunate deceased, until by their cruelty he lost his life. They had frequently thrown him overboard secured by a rope around his body, and dragged him through the sea while the vessel was pursuing her voyage. They beat him almost every day, caused him to be tied up to the mast of the ship with his feet suspended in the air and his head downwards, and practiced other acts of such atrocious cruelty upon him, that he died by their hands. The laws of the country were ever willing to respect and uphold that necessary authority and control which were vested in the captain of a vessel and the officers below him. They had right to punish disobedience of orders or any conduct of a mutinous description; but the law which gave them that right would not permit that those placed in peril by their acts; and he hoped that the sentence which he was about to pronounce would serve as a warning to others in command of ships at sea. The learned Recorder then sentenced the prisoners to be transported for life".

Times: Tuesday, 9/5/1837, Issue 16411 – Removal of Convicts

"In order to make room for the prisoners committed for trial at the present session, the following convicts have been removed from Newgate Prison to the hulks, preparatory to their voyage to New South Wales: For Life – Others, plus Richard Edwards, 21; J Woodcock, 19."

8
ADA [3/10/1916] (TL) (WL1) - On 3/10/1916, Ada, on a voyage from Bilbao to Glasgow with a cargo of iron ore, was sunk by the German Submarine UC-26 (Matthias Graf von Schmettow), 15 miles SW from Wolf Rock. There were no casualties.

Note: according to Norwegian sources, she was sunk by UC-36. Ref. wrecksite.eu

ADELINE [30/1/1860] (TL) - Royal Cornwall Gazette, Friday, 10/2/1860:
“The Bishop Lighthouse Damaged. – On the 30th ult. a gale of awful violence swept over the Islands of Scilly; two vessels in a good anchorage there were in great danger; while one was saved the other (Adeline) is a wreck.”

Also; London Evening Standard, Thursday, 2/2/1860: “Scilly, Feb. 1: The Adeline, Troon to Malaga, drove on shore in a gale, Jan. 30, and is full of water.”

Good detail in IOSM page 79 & SI from Board of Trade Deposition 7/2/1860.

ADOLPHIE or ADOLPHE [2/12/1863] (TL) – Royal Cornwall Gazette, Friday, 11/12/1863:
“The French vessels Euphemie, Retour, master, from Cardiff for Nantes and the Adolphe, Quesler, master, from Cardiff for St. Nazaire were both sunk and complete wrecks; crews saved.” Severe weather over Scilly. Same storm that affected the Friar Tuck. Diana, Oscar and Lavinia

Extra detail in SI. Lloyd’s List: 5/12/1863.

ADVANCE [6/1862] (DNR) - Royal Cornwall Gazette, Friday, 27/6/1862:
“Scilly, June, 23. The Norwegian brig Avance, Christopherson, from Cardiff for New York, arrived on the 19th inst., leaky and with loss of sails, bulwarks, and stanchion, and mainmast sprung, having been out 40 days.” Note: “The sum of £20 has been forwarded by the sub-commissioners for piloting to the crew of the pilot cutter Presto, of St. Mary’s, for services rendered in pumping and assisting into this port the Norwegian brig Avance, Christopherson master, bound to New York with a cargo of coals.”


ADVENTURE [3/1786] (TL) - Times: Friday, 24/3/1786, Issue 389 – “An English vessel, supposed the Adventure, Salmon, is wrecked off Trepany, Scilly.” Sicily not Scilly, Lloyd’s, 24 March were wrong!

ADVENTURE [18/5/1917] (TL) (WL1) - The British Drifter Adventure was sunk on 18/5/1917 by gunfire from the German Submarine UB-20 (Hermann Glimp), 25 miles SW of Bishop Rock.

There were no casualties. Ref. wrecksite.eu

ADVICE [14/7/1599] (TL) - Calendar of State Papers Domestic Elizabeth 1598 - 1601. Vol. 271, July, 1599. “they of the Groyne sent out a strong ship to take him, but by a shot from the Advice the Spaniard was set on fire, and so they left her and came for England. Your other brother is come into Scilly with the prize, and they lost the Advice near there on Thursday”

Listed in IOSM, page 9, but not the warship HMS Advice mentioned here, this was sold in 1617.

AEGIR or AEIGR [2/5/1864] (Sal) (DNR) – Taunton Courier, and Western Advertiser, Wednesday 18/5/1864: “A Danish brigantine, the Aegir, of Sandswale, with a cargo of (olive) oil, had a narrow escape from shipwreck at the Scilly Islands. The Aegir had called into Queenstown for orders and was proceeding on her voyage when she went ashore at Santa Warna Bay, in the island of St. Agnes; but by the assistance of the brave islanders the vessel was saved from destruction, and towed into harbour.” IOSM, spelling the name Aegir, adds that the master was Wendin, that the sum of £150 was awarded to the salvors and she had to discharge for repairs at St. Mary’s. Just to confuse matters the Royal Cornwall Gazette, 13/5/1864 has it as a Swedish brig by the name of Alger.

AFON CEFNI [1894] (M) (TL) – This was a large four-masted steel ship out of Swansea which became a missing vessel. On the 31st January, she sailed on the 4th. A pile of timber and a lifebuoy belonging to her were picked up at Scilly. She had a crew of thirty.


AFRIC [11/2/1917] – (TL) (WL1) - The British steamship Afric was 12 miles S.S.W. of the Eddystone Lighthouse at about 5.15 a.m. on the 12/2/1917. Suddenly a torpedo struck her on the starboard side about abreast of the engine-room, causing a terrific explosion, which stopped the engines, put out all lights, broke the telegraphs, and brought the aerial down. The engineers and grease saw on watch at the time were killed. The rest of the crew left the ship and stood by in eight boats, leaving the master, first officer and steward on board. At 6 a.m. a second explosion occurred on the port side abreast of No. I hold. The ship was finally abandoned after this, and at about 6.20 a.m. Submarine UC-66 appeared, questioned the master, and then shelled the ship, which sank at 7.45 a.m. The boats were picked up about 5 hours later. Five men were killed, probably by the first explosion.

Ref. wrecksite.eu Listed in WoS, 12 miles SW of the Bishop Rock.

AGENORIA [11/1834] (DNR) – Caledonian Mercury, Monday, 24/11/1834:
“Scilly, November 18: The Agenoria, Turnball, from Cadiz to London, has put in here leaky, with loss of foretopmast, sails, rigging, &c. part of the cargo unstowed, and some casks supposed damaged, having pumped up wine.”

AGNESE / CIRCASSIAN [4/1/1864] (Col) (PTL) – Liverpool Mail, Saturday, 9/1/1864, page 7:
“Agnesa, from Llanelly for Granville, abandoned.”

Note: The Circassian which landed the crew, was also badly damaged.

Little more detail in SI & WoS page 179. Lloyd’s List, 8/1/1864, No. 15,521.
AGNES EWING – [1/1852] (TL) (RNR) – Lloyd’s Weekly Newspaper, Sunday, 4/1/1846:
“The stern post of a vessel’s longboat, marked on the outside ‘Agnes Ewing’ was picked up off Scilly, December 24.” IOSM only, reference page 74.

AGNETTA [31/7/1873] (TL) – Caledonian Mercury, Saturday, 9/8/1873:
“Letter from Scilly, August 1st: Yesterday a large ship drove on shore on the rocks, and almost the instant she struck she went down, and all the crew, except three men and a boy, were drowned. She was a Danish ship, called Agnetta, homeward bound, and laden with tobacco, oil, &c. from America.”

AIMEE MARIA [4/2/1917] (TL) – The French barque Aimee Maria was sunk on 4/2/1917 by the German Submarine U-53 (Hans Rose), south from the Scilly Isles in position 49°27N - 06°40W.

Aimee Maria was on passage from Lisbon to St. Servan. Ref. wrecksite.eu

Reported in SI as Airnee Maria. Scuttled by a German submarine.

Lloyd’s Confidential War Loss Record WW1, page 89.

“Penzance, Nov. 2 – The Aksai, Russian steamer, from Cardiff for Odessa, with coals, stranded yesterday morning on White Island, one of the Scilly group. The Captain (Boltine) and crew of 40 men were safely landed on St. Agnes. The Penzance steamer Lady of the Isles was sent off to her assistance, but owing to the thick weather, the attempt to get her off was abandoned until tomorrow.”


More detail. SI & WoS page 146.

Location: N49.59-110; W006.17-360.

ALA CHARLES [6/6/1883] (TL) – Western Mail, Thursday, 7/6/1883:
“The crew of the schooner Ala Charles, of Aberystthuth, Captain Edwards, landed at Cape Cornwall, near St. Just, on Wednesday morning, their vessel having foundered off the Seven Stones. The Ala Charles was of 74 tons’ register, and was bound from Workington to Southampton with 125 tons of rod iron. At two o’clock on Wednesday morning she was about four miles W.N.W. of the Seven Stones, a heavy sea and swell prevailing, causing the ship to labour heavily. Suddenly the vessel made a lurch to starboard, shifting the cargo and throwing the ship on her beam ends, straining her and causing her to leak. Finding there was no chance of the vessel righting, the captain had the boat launched, and the crew got on board, the schooner foundering within ten minutes afterwards. The boat was afterwards picked up by the French brigantine Antares, of Nantes, bound from Porthcawl, which vessel stood in towards land, and the shipwrecked crew landed in their own boat. Owing to the schooner being thrown on her beam ends the crew were unable to save their personal effects, and the captain lost his watch and other property.” Lloyd’s List: 7/6/1883.

Limited detail in IOSM, more in SI.

ALAMODE [20/2/1855] (AD) (PTL) – Dorset County Chronicle, Thursday, 15/3/1855:
“Poole: The brigantine Alamode, Kimber master, the property of Messrs. Cox and Slade, of this port, laden with fish and oil, from Newfoundland, for Poole, was abandoned on the 20th ult., about 150 miles S.W. of Scilly. One of the crew, a native of Christchurch, was washed overboard and drowned; the others were taken off by a French barque, and landed at Havre. Before the vessel was abandoned she was water-logged, the decks had been swept of boats and everything thereon, and between seven and eight feet of water was in the hold.”

ALBANA / MERIRI [25/5/1890] (Col) (TL) – Sheffield Independent, Tuesday, 27/5/1890, page 5:
“Information was received at Cardiff last night of a disastrous collision between the steamer Meriri, of London, and the steamer Albana, of Sunderland, off Scilly, on Sunday morning. The vessels collided with terrific force, and the Albana sank in a few minutes. One man was so badly injured that he now lies in hospital in a precarious condition. The steam tug Britannia, which was close at hand at the time of the disaster, picked up the crew, (26 in number), of the Albana, and landed them at Cardiff, whence they proceed to London.”

The IOSM has brief detail with the name SS Nerissa instead of SS Meriri.

ALBATROSS / TOPEKA (TL?) [19/4/1898] (Col) (DNR) – Cornishman, Thursday, 28/4/1898:
“On Tuesday afternoon, at 5 p.m., the Swedish barque Albatross, Captain Piersson, was towed into Falmouth harbour in a sinking condition. She is on a voyage from Mobile, with pitchpine for Dundee. All went well until midnight of Tuesday, when, sixty miles S.W. of Scilly, a large steamer crashed into her, carrying away bowsprit and jibboom, besides damaging the bows of the vessel. She at once began to make water badly, and all efforts by the crew at the pumps failed to prevent the water gaining on the vessel. Fortunately, the cargo prevented the Albatross from sinking. About one o’clock on Wednesday the steamer Iola Morganing? of Cardiff, Captain Owen, Huelva to Manchester, with copper-ore hove in sight, and offered to take the barque in tow. This was accepted, and the vessels reached Falmouth. Mystery surrounds this collision. The unknown steamer, of thousand tons, loomed out of the darkness, struck the barque, threw an electric light on the scene, and suddenly disappeared. The captain of the Albatross thinks she sank with all hands.”
Sheffield Daily Telegraph, Saturday, 23/4/1898:
“The Central News Falmouth correspondent says fears are encountered that the vessel which collided with the barque Albatross, about sixty miles’ south-west of Scilly on Tuesday night, was the United States cruiser Topeka, which left Falmouth at five o’clock the same evening.”

**ALBATROSS** (Incident off Scilly) [1997] (DNR) – Struck North Bartholomew leaving a quantity of her iron ballast on the sea bed.


**ALBERTA** [9/3/1891] (TL) – Western Mail, Tuesday, 17/3/1891:
“The Norwegian barque Pioneer landed at Penarth Dock on Saturday night two sailors, named John Watts and Thomas Barnes, rescued on Thursday last from the ketch Alberta, bound from Par to Gloucester with china clay, which was fallen in with about 5 pm, in a sinking condition about thirty miles N.N.W. of the Seven Stones light-ship. The master of the ketch unfortunately was lost in being hauled from one vessel to the other. The men had suffered much exposure and exhaustion at the pumps. They desire to publicly return thanks for the great kindness shown to them by Captain Nieson and all on board the Pioneer. The wants of the shipwrecked men were promptly attended to by Mr. James Edwards, hon. Agent for the Shipwrecked Mariner’s Society at Penarth, and railway warrants given to frank them home.”

**ALBERT [2/1870] (TL) – London Evening Standard, Wednesday, 23/2/1870:**
“Kinsale, Feb. 21. – Put in the Bridesmaid, brigantine, from Swansea for St. Malo, leaky, with the crew of the brig Albert, which foundered off Scilly, Captain Aagon, of Brest.”

**ALBERTINA** [6/8/1809] (DNR) – Lloyd’s List: Fri. 18/8/1809, No. 4380:
“The Albertina, master? From London to Liverpool, ran on a Rock at Scilly, 6th inst. and received so much damaged as to be obliged to repair there.”

Similar report in Bell’s Weekly Messenger, 20/8/1809.

**ALBERTINE BEATRICE** [15/6/1917] (TL) (WL1) – Reference to the ship itself;
“Tobacco for Europe – A Batavia telegram states that, as a result of the shortage of steamers, the Albertine Beatrice, the first Dutch East Indies sailing vessel to be used for the purpose, will sail next week with a cargo of tobacco for Europe.” Reuters; The Dutch cargo Albertine Beatrice was sunk on 15/6/1917 by the German Submarine **U-82** (Hans Adam), 200 miles SW of Fastnet.

**Albertine Beatrice** was on her way from Sourabaya to Rotterdam with a cargo of tobacco. Ref wrecksite.eu from uboat.net

Lloyd’s Confidential War Loss Record WW1, page 145.

**ALBION** [10/1/1797] (TL) – Times: Wednesday, 11/1/1797, Issue 3790:
“Two wrecks, Juno & Albion. The Juno transport, from London to Africa, the Albion, Johnson, from Ipswich to Bristol, are lost at Scilly. Several other vessels have sustained considerable damage in the last gales.”

Lloyd’s List: Tues. 10/1/1797, No. 2888.

**ALBION** [1821] (DNR) – Lloyd’s List: Tues. 3/4/1821, No. 5580:
“The Albion, Evans, from Milford to Penzance & Southampton, sailed from Scilly 23rd ult. but put back again, her Cargo having shifted.”

**ALBION** [25/12/1836] (TL) – Bristol Mercury, Saturday, 14/1/1837:
“The Ship Albion, Thompson, of London, was totally wrecked on the night of the 25th ult. near Scilly. The captain died in the rigging. Four of the crew saved, who were taken off the wreck by a Dutch galliot, and landed at Liverpool on the 6th inst. The Crew were Bristol men. Names of the four survivors: Joseph Wilman, William Thisselbrook, John Marks, Egart Reynolds.”

**ALBION** [11/1840] (PTL) – Exeter and Plymouth Gazette, Saturday, 21/11/1840:
“Abraham Newman a Swede and a Mr. Wood, a man of colour, were charged with vagrancy. The latter, who was examined in the absence of the other, stated that they had been sailors on board the Albion of Liverpool, which vessel was wrecked off Scilly about a week since, on her passage from Quebec to Liverpool; and the material points of his story having been so far corroborated by the Swede as to leave little doubt of its correctness, they were discharged.”

**ALBION** [2/1854] (TL) – Dorset County Chronicle, Saturday, 16/9/1854:
Has details of a petition detailing survivors from the Albion. They were R. Marshall, master, John Jones, carpenter, seven seamen and two passengers. The vessel, of Bristol, was destroyed by fire on her homeward-bound passage from Port Louis, Mauritius, laden with sugar, coffee, and rice. The survivors were picked up by the brig Ann on the 4th of February at sea, Scilly bearing E.N.E., distance 30 leagues. More detail available in the report.

**ALBION** [18/11/1858] (TL) – Western Daily Press, Friday, 26/11/1858:
“The brigantine Albion, Wyatt, of and for Plymouth, from Swansea, foundered off Scilly on the 18th inst.; crew saved by the Euphrates, of South Shields, and landed at Queenstown.”

**ALERT** [c.2/1870] (TL) – Liverpool Daily Post, Wednesday, 23/2/1870:
“The Alert has foundered off Scilly.”

**ALEXANDER** [12/1836] (TL) – Public Ledger and Daily Advertiser, Friday, 23/12/1836: “The Alexander, Walters, from Loo to Newport, is on the rocks at Scilly Island, and bilged.”

**ALEXANDRINE** [2/1862] (AD) (Sal) (DNR) – West Briton and Cornwall Advertiser, Friday, 31/1/1862: “The brig Alexandrine, Newman, of and from Cardiff for Southampton, with coals, parted, was abandoned by her master, and afterwards taken charge of by two boat’s crews who ran her ashore at St. Martin’s, where she lies at present with little injury and will be got off by lightening if the weather keeps fine. There will be a claim for salvage by the boat crews. One of the Alexandrine’s crew was drowned after they abandoned her.”

Royal Cornwall Gazette, Friday, 21/2/1862: “Scilly: The sum of £97 has been paid to the pilots and boatmen for their services in boarding the brig **Alexandrine**, of Cardiff, laden with coals, after she parted her chains and was abandoned in the roadsteads, Scilly in a gale of wind on the morning of the 24th ult., and running her upon the beach at the Island of St. Martin’s; and also for assisting to get her off the strand, and recovering one of the chains. This was in addition to £7 that had been paid to the same person for removing a portion of the cargo into a lighter, to enable the brig to be got off the strand.”

**ALEXANDRO IL GRANDE** [1/1/1851] (PTL) - Times: Friday, 10/1/1851, Issue 20695: “Scilly, Jan 6. – The **Alexandro Il Grande**, Galvagnin, from Galway for Cardiff, went ashore the 1st inst., during a gale, and fills with the tide; she has been surveyed and will be sold.”

There are various spellings, IOSM has **Alessandro**. WoS has **Alessandro**. Not featured in SI.

**ALICE** [c.12/1860] - Salvage Inquiry - Times: Friday, 10/5/1861, Issue 23929: ‘Salvage of the Alice’ “This was a case of salvage brought by the owners and crew of the American bark **Edwin**, the steam tug **Little Western**, the cutter **Scilly** & the pilot cutter **Agnes** against the American ship **Alice**, of 627 tons, to obtain remuneration for salvage services, rendered from the 29th of November till the 8th of December, 1860. The **Edwin**, of 449 tons, was on a voyage from New York to Antwerp, laden with a valuable cargo, and when in latitude 47.49 north, and longitude 13 west, the master observed the Alice about two points on the starboard bow of his ship, at a distance of about six miles, and she appeared to be in distress. The Edwin made for her, and passed under stern, but, as no answer was made to the hailing from the bark, the chief mate and for hands proceeded to the Alice in a boat, and with great difficulty boarded her, when they found she was derelict. She had a valuable cargo of flour and wheat, but her decks were full of water, and she was in a disabled state. The mate returned to his own ship and reported the condition of the derelict vessel, when it was resolved to take her in tow. The mate and two seamen again proceeded to the Alice, and at great risk were enabled to board her. It was found, however, that on account of the heavy sea and boisterous weather the Edwin would not steer with the Alice in tow, and therefore the mate and two hands agreed to incur the risk and responsibly navigating her to some port. With very great difficulty and danger these three men navigated the ship in very severe weather till the afternoon of the 7th December, when the Scilly pilot approached, and the pilot and six hands were employed to get the Alice into the nearest port. The steam tug **Little Western** and the Agnes, of the Scilly Isles rendered additional assistance, and on the evening of the 8th December the ship was brought to anchor in St. Mary’s Roads. The value of the ship, freight and cargo was fixed by agreement at £13,000., but that value was disputed. A complex salvage case resulted where the value was set at £10,000. The Court awarded to the crew of the Edwin; £700 to Brown, the mate; £700 between the two seamen who were with him; £700 to the owners to permit their servants to perform such services when in their power; £200 to the master of the Edwin, and £200 to her crew on account of their increased labour in consequence of losing the mate and two hands. He gave £130 to the Agnes, £200 to the owners of the Little Western, £50 to her master, and £50 to her crew. As to the Scilly he pronounced for a tender of £20, with costs.”

**ALICIA / BUCENTAUR** [5/1881] (Col) (TL) – Dundee Courier, Wednesday, 11/5/1881: “There is reason to fear that a collision with lamentable results has occurred at the mouth of the English Channel. On Monday a pilot boat landed at Scilly a medicine chest marked Alicia, Aberystwith; also a box containing lifebuoys marked Bucentaur, Newcastle, picked up at the mouth of the Channel. On the western side of the Lizard on Monday there came ashore a large ship’s mast and a buoy with the words Bucentaur, Newcastle. The Alicia is a schooner owned by Mr. John Stoffel, of Aberaith. The Bucentaur is a steamer of 1100 tons, owned by Mr. John Hall, Newcastle.”

**ALIDA** [16/2/1869] (TL) - Cornish Times 24/2/1869: “Dutch schooner of Veendam, Swansea to Tarragonna, with patent fuel, foundered three miles north of White Island, St. Martin’s, Crew rescued by the gig Linnet.”

Excellent detail in SI. Lloyd’s List: 19/2/1869, No. 17,114. Also; Recorded in IOSM, page 90: “Alida, master Nagel, Dutch schooner of Veendam, Swansea to Tarragonna with patent fuel, foundered three miles N.E. White Island, her crew of eight and a pilot being saved by St. Martin’s gig Linnet.”

**ALIDIA** [14/7/1869] (TL) – Not reported in SI, but listed in WoS as offshore? No other reference found.
ALIDA JANTINA [1/11/1823] (TL) - The Morning Chronicle, 8/11/1823, Issue 17022: Netherlands: The ship was abandoned in the Atlantic Ocean off the Isles of Scilly with the loss of a crew member washed overboard. Survivors were rescued by Artuosa (UK). She was on a voyage from Liverpool, Lancashire, UK to Antwerp.

Lloyd's List: Fri. 7/11/1823, No. 5853:

“The master was Bruins, from Liverpool to Antwerp. Crew carried to Newport.”

ALGONQUIN [12/3/1917] (TL) (WL1) – Lawrence & Chicago Steam Navigation Company. In 1912 she went to the Port Colborne & St. Lawrence Navigation Co Ltd of Port Colborne, Ontario and four year later to the Wasis Steamship Company, Ltd. of New Glasgow, Nova Scotia. After 30 years in service on the Lakes she passed back along the St. Lawrence, this time in one piece, to enter war service on the Atlantic under the US flag of Moore & McCormack of New York. On 12/3/1917 the old Clyde built vessel was sunk by German Submarine U-62, with bombs and gunfire, about sixty-five miles west of Bishops Rock, off the Isles of Scilly. Ref. wrecksite.eu.

ALLEGHANY [Incident: 1904] (DNR) - Times: Tuesday, 30/8/1904, Issue 37486:

“The steamer Alleghany, which struck some rocks off the Scilly Islands and afterwards put into Falmouth as reported in a telegram yesterday, is a vessel of 4262 tons, owned by the Chesapeake and Ohio Steamship Company. That she got off may be a matter for particular congratulation, for unfortunately, vessels that strike near Scilly generally remain there!”

ALLEGRO [10/1906] (AD) (PTL) – Western Times, Friday, 12/10/1906:

“The barque Allegro of Stavanger, from Cardiff for Pernambuco, with a cargo of coal, sprang a leak, and was abandoned in a sinking condition about 200 miles west of Scilly at 4 a.m. on the 8th inst. The crew took to the boat, and were picked up by the trawler Gwalia and landed at Queenstown.”

ALLINGTON [c.4/1899] (AD) (Sal) – Sheffield Daily Telegraph, Tuesday, 11/4/1899:

“The Yarmouth ketch Allington, laden with boxwood for Kinsale, was picked up on Sunday off St. Martin’s, Scilly. The East Coast fishing boat Wild Flower picked up a small boats belonging the Allington two miles from the Seven Stones. A later telegram says the crew of the Allington were landed at Falmouth on Sunday.”

Cornishman, Thursday, 27/4/1899:

“St. Martin’s, Islands of Scilly, men have received salvage for bringing to port the ketch Allington, abandoned during the late gale.”

More local detail in IOSM page 110.

The Allington* appears in a much later report in the Glasgow Herald, 25/9/1899:

“A telegram from Ramsgate states that the smack Isessa arrived on Saturday in the harbour with a crew of four hands of a Yarmouth ketch Allington on board. The rescued men belong to Great Yarmouth. Their vessel sprang a leak while in the North Sea, and the rescue was effected yesterday about 20 miles from Lowestoft. It may be that the vessel seen to founder by the Annie King was the Allington after she had been abandoned, as both accounts refer to the same locality.”

*Is this the same Allington?

ALMA [5/1864] (TL) – Waterford Mail, 18/5/1864: Conspiracy to Scuttle a Ship. A lengthy but very interesting saga. Précis: The Alma was a Prussian vessel which sailed from Ramsgate having had expensive repairs and 70 miles off Scilly she foundered in calm weather. She had distress flags flying and was seen by the vessel Helena took her crew and a large amount luggage and stores. It was one of crew who alerted suspicion saying that captain spoke about doing away with the ship. It was alleged that holes were made in the vessel’s bottom, enlarged when the crew had transferred everything they needed to the Helena. The prisoner, Henrick Kohn, was remanded.

ALNWICK CASTLE [19/3/1917] (TL) (WL1) - 5,900 gross tons, defensively-armed, 19/3/1917, 310 miles W ½ S from Bishop Rock, torpedoed without warning and sunk by submarine, 40 lives lost. Ref. naval-history.net

ALONZO [14/12/1840] (DNR) - Morning Chronicle, Monday, 28/12/1840:

“The Alonzo, from Cardiff to Hamburg, was assisted into harbour on the 14th inst. making three feet of water per hour, and must discharge to repair.”

AMAZON [4/1/1852] (TL) – The Royal Mail Steamer, Amazon, from Southampton to West Indies with 153 passengers catches fire having just cleared Scilly, 110 miles to the W.S.W. A terrifying tragedy detailed in many of the newspapers. See an excellent and detailed report in the South Eastern Gazette, Tuesday, 13/1/1852, page 6.

In the Lloyd’s Weekly Newspaper, 2/12/1866 it records Eliot Warburton was lost on the Amazon.

(Irish Traveler and Novelist)

AMIABLE CATERINA See L’Amiable Caterina.

AMIABLE SARAH or L’AMIABLE SARAH [12/1785] (Sal) - Times: Monday, 2/1/1786.

Issue 319: Extracts of a letter from Penzance, Dec 22:

“On Saturday last, about seven o’clock in the morning, a large ship was seen about two leagues west of Lands’ End, in apparent great difficulties; the wind then very hard and east.”

AMiable SARA(H) or L’AMIABLE SARAH [12/1785] (Sal) - Times: Monday, 2/1/1786.

Issue 319: Extracts of a letter from Penzance, Dec 22:

“On Saturday last, about seven o’clock in the morning, a large ship was seen about two leagues west of Lands’ End, in apparent great difficulties; the wind then very hard and east.”
Thirty people from a small village called Sunning, [Sennen], went out in two boats to their assistance, between the ship and the shore, they were met by two boats from the vessel, who told them they were from Port au Prince, bound for Dunkirk, that they had been out fifty six days, and had met very hard weather. The ship was very leaky and when they quitted her, she had six feet of water in the hold, and they supposed she would go down in less than a quarter of an hour; this did not stop the Cornish men; they boarded her, and found very foul play had been used, and great pains taken to sink the ship. Three augers were found with which they had bored holes under the cabin and also the rigging was cut away, the more to disable her, and the principal pump gear hid away. They stopped the holes as soon as possible, and in a few hours got her safe into St. Mary’s, in Scilly, where they are now discharging her cargo, which is coffee, sugar and indigo; and I am just now informed by a letter (from home) that it is worth ten thousand pounds. The person who calls himself the Captain, says his name is Francis Cardon, the ship called the Sarah; and that they left the real Captain sick in the West Indies, but that story gains very little credit here. They brought a great quantity of specie on shore with them which is safely lodged in town; I understand fifty chests of dollars.”

See; Advertisement in Times Issue 1348. The sale appears to have taken place three years later. There is no mention of the specie i.e. the fifty chests of dollars?


AMBASSADOR [12/6/1853] (TL) – London Evening Standard, Wednesday, 15/6/1853:
“Scilly, June, 13: The Ambassador, from Cardiff to Malta, struck the Pollard Rock (Seven Stones) yesterday, and sank in deep water; Crew saved.”
Lloyd’s List, 15/6/1853, No. 12,238. WoS page 165.

AMELIA [31/8/1810] (TL) – Lloyd’s List: 7/9/1810, No. 4491:
“Wrecked on Crebawethan in the Isles of Scilly while carrying coffee, cotton, rum, sugar and silver dollars from Demerara to London.”
See Also; Royal Cornwall Gazette, 8/9/1810. More detail in WoS page 56.

AMELIA [18/11/1867] (TL) – A schooner, with four crew, carrying culm, foundered off the Bishop Rock. Recorded in IOSM, page 89. No other reference found.

Note: The Amelia, Burgess, schooner of Cardiff, with coal, bound for Totnes, foundered between the Lizard and Land’s End also on the 18th. See Lake’s Falmouth Packet and Cornwall Advertiser, 30/11/1867.

AMERICA [2/2/1854] (TL) – North Devon Journal, Thursday, 16/2/1853:
“On Tuesday information was received of the total loss of the America on the Seven Stones, off Scilly. The America, Smith master, was on her homeward voyage from Callao, for London, with a cargo of guano. The crew were picked up by the pilot cutter New Providence, and landed at St. Mary’s, Scilly. The America was nearly a new ship, built at St. John’s New Brunswick, and was with her cargo fully insured.” Lloyd’s List: 6/2/1853, No. 12,440. Additional data in SI. Similar reports in WoS and IOSM.

AMERSON Incident [11/5/1851] (Col) - Times: Saturday, 17/5/1851, Issue 20804:
Ship incident: Amerson: Naval Intelligence, Plymouth – “The Russian ship Amerson, Captain Notzke, from St. Ubex, for Memel, with a cargo of salt, put into this port on Tuesday, to have damages, sustained by collision, made good. On Sunday, the 11th inst., at midnight, when off Scilly, she was run into by an American ship (name unknown), which stove in her larboard bow. The American passed on without offering any aid.”

AMESTHYST [23/4/1851] (TL) – Public Ledger and Daily Advertiser, Saturday, 26/4/1851:
“Falmouth, April 24: The Amethyst, Owen, of Exeter, from Teignmouth to Quebec, struck on the Seven Stones at noon yesterday, and foundered at 6 p.m., about seven miles from the Longships; crew saved by the Mary Laing, Broom, from Sunderland to Quebec, and landed here.”
Similar reports in IOSM, SI and WoS page 165.

ANDALUSIAN [12/3/1915] (TL) – SS Andalusian was a 2,349 gross ton, British Merchant Ship. On the 12/3/1915 when 25 miles NW from Bishop Rock, Cornwall, was caught by German Submarine U-29 and scuttled when on passage from Liverpool for Patras. Ref. wrecksite.eu
Also; Andalusian, 2,349 gross tons, 12/3/1915, 25 miles NW from Bishop Rock, captured by submarine and scuttled. Ref. naval-history.net

British Vessels Lost at Sea WW1, page 5.
Lloyd’s Confidential War Loss Record WW1. Excellent detail in SI & WoS page 182.

ANGEL [1623] (TL) - Trinity House of Deptford Transactions 1609-1635.
London Record Society. Vol. 1, 1623.
“At the request of John Duff, of St. Maries, London, a Scotsman, they certify that he was the Master and owner of the Angel of London, which was cast away in foul weather at the Isles of Scilly, coming from Ireland from La Rochelle, to his great loss.”
ANGELINA [25/12/1804] (DNR) – London Courier and Evening Gazette, Tuesday, 8/1/1805: “The Prussian galliot Angelina, (Albertiena?) from Rendsburgh to Lisbon, laden with wheat, linen, &c. in the gale of Christmas-day, off Scilly, was thrown on her beam ends with the violence of the sea, which carried away her main boom, damaged her rudder, and washed a man overboard, who was drowned; she was brought in here last night, but is going round to Dartmouth to repair.”


ANN [15/11/1807] (TL) - Times: Tuesday, 24/11/1807, Issue 7213: “Wrecks. Arrived the Ceres, from Cork, with provisions, last from Scilly; she brings intelligence that the brigs Ann, Longdon, and Tamar, Bebbins (Bibbins or Bevins), both belonging to this port, were driven on the rocks of Scilly on Monday last, and totally wrecked; crews saved. They were both in ballast, bound to Ireland.”

Also; Royal Cornwall Gazette 28/11/1807 & Caledonian Mercury; Issue 13403, 28/11/1807.

ANN [16/1/1820] (DNR) – Caledonian Mercury, Monday, 31/1/1820: “The Ann, Codner, from Swansea to Teignmouth, in leaving Scilly 16th inst., struck a rock, lost her rudder and received other damage, but was got off with assistance, and carried into St. Mary’s Pier.” Note: Public Ledger and Daily Advertiser, 17/2/1820: “Teignmouth, Feb. 14”, mentions her being on shore at Saltz?

ANN [1/4/1830] (TL) – Brighton Gazette, Thursday, 22/4/1830: Ann of London, an Irish trader, cargo of pork, bacon, &c. caught fire on the 1st inst., 120 miles from Scilly W by S. The vessel burnt out in 4 hours the crew having taken to their boat. They were picked up by the Magdalen of London and landed at Standgate Creek. More detail in this report.

ANN [28/10/1841] (DNR) – Public Ledger and Daily Advertiser, Monday, 22/11/1841: “Scilly, November 12: The Ann, Clements, from Falmouth to Cork, put in here on the 28th ult., very leaky, with loss of bulwarks, sails split and other damage, and was run on shore near the pier; cargo discharging.”


ANNE [10/1742] (TL) - Newcastle Courant, Saturday, 2/10/1742, page 3: “The Anne, Cobbet, bound from Sunderland to Scilly is on Shoar on the latter Place, and no hopes of getting her off.”

ANN BANFIELD of Scilly [4/11/1871] (TL) (LV) – Bucks Herald, Saturday, 3/8/1872: “The Board of Trade have awarded an aneroid to Captain Reeverdy Ghiselin, of the American Ship American Congress, of New York, in acknowledgment of his humanity and kindness to the master and crew (ten in all) of the brig Ann Banfield, of Scilly, whom he rescued from their sinking vessel on the 4th of November, 1871, on the southern end of the banks of Newfoundland, and landed in London on the 22nd of the same month.”

ANN & JANE [3/1853] (Sal) (DNR) – Royal Cornwall Gazette, Friday, 11/3/1853: “The schooner Ann and Jane, Pritchard, of and from Carnarvon, for Perth, with slate, was assisted in on the 3rd inst. with loss of main boom, and very leaky, and both pumps broken, the crew obliged to bale with buckets, having struck on a sunken rock about 1 o’clock the same morning – St. Agnes light bearing S.S.E. The cargo is being discharged; and the pilots have been awarded the sum of £30 for their services in bringing her in, by the sub-commander of pilotage.”

ANNA [6/1799] (DNR) - Aberdeen Journal, 17/6/1799: “The Anna, Berk, from St. Croix to Copenhagen, is got into St. Mary’s, Scilly, with much Damage, after being on the Rocks.”

Lloyd’s List: Tues. 4/6/1799, No. 3071.

ANNA [31/10/1815] (DNR) – Lloyd’s List: Tues. 7/11/1815, No. 5020: “The Anna, Ives, from London to Lisbon, put into St. Mary’s, Scilly, 31st ult. in a leaky state, and Bowsprit sprung.”

ANNA [3/1869] (TL) – North Devon Journal, Thursday, 11/3/1869: Précis: The American vessel Anna, 1,077 tons, was thrown on her beam ends about eighty miles southwest of Scilly. The captain, his wife and twenty crew were saved by the Arrow schooner of Brixham. More detail in this report. Taunton Courier, 17/3/1869, adds; the vessel was 1077 tons’ register, the property of Mr. S.C. Blanchard, of Yarmouth, Maine. She was valued at £12,000, and the cargo at £1400.

ANNA DI ADRIANA [23/2/1759] (TL) - New Owens Weekly Chronicle 1759: “Information has been sent to the same office that on the 23rd last month (February) at night, the Schooner Anna Di Adriana was wrecked on the Islands of Scilly, the crew lost and also the cargo, which is supposed to be tobacco stalks.”

ANNA GURINE [24/10/1916] (TL) (WL1) - The Norwegian cargo vessel Anna Gurine was sunk on the 24/10/1916 by the German Submarine UB-29 (Herbert Pustkuchen), 30 miles S1/2W from the Longships Light-vessel. Anna Gurine was on passage from Glasgow to Nantes with a cargo of coal. There were no casualties. Ref. wrecksite.eu

ANNA MARGRETA [7/1/1852] (PMR) – Wrong Burnt Island entry in SI and WoS.
ANNA MARIA (DE) [17/1/1760] (AD) – Dublin Courier, Monday, 4/2/1760:
“A Dutch doggar, burthen 150 tons, and laden with 220 hhd’s of tobacco, from Whitehaven, supps’d for Holland, was towed into Scilly the 17th ult. with no living creature on board; she had wrote on her stern in gold letters ‘17 De Anna Maria 39’.”

ANNA MARIA [24/5/1861] (TL) – Morning Post, Tuesday, 11/6/1861:
“Anna Maria, Captain Siegers, from Ibiza to Falmouth, with barley, foundered off Scilly on the 24th May; crew picked up and landed here. Malaga, June, 8.”

ANNE AND MARY [2/12/1732] (TL) - Derby Mercury, Thursday 11/1/1733, page 4:
“The ‘Anne and Mary’ of Cork, William Lucas, Master, bound for Gibraltar, but last from Cadiz for London, was lost on the 2nd December last, on the rocks of Scilly and her crew were all drowned. Except one boy, who saved himself on a piece of timber.”

ANNIE F. CONLON [3/10/1917] (TL) (WL1) – Annie F. Conlon was attacked by the German Submarine UC-47 (Paul Hundius) in the Scilly islands (UK) and sank while she was towed. Ref. wrecksite.eu (See also MAT.)

Can be seen on Google Earth at: N49-57-230: W006-18-181:
Excellent reports in SI & WoS page 156.

Lloyd’s Confidential War Loss Record WW1, page 175.

ANS [6/12/1916] (TL) WL1 – The Russian schooner Ans was on a voyage from Preston to Nantes when she was sunk on 6/12/1916 by the German Submarine UB-29 (Erich Platsch), 15 miles SW of Bishop Rock. Ref. wrecksite.eu Recorded in SI. Lloyd’s Confidential War Loss Record WW1, page 76.

ANTHONY [17/12/1838] (TL) – North Devon Journal, Thursday, 27/12/1838:
“Plymouth: On Friday morning, the brig Anne of this port, Fowler, master, arrived here, having picked up near the Seven Stones, on Wednesday, two seamen, named Wm. Biswick and Wm. Rowett, who had saved themselves in the jolly boat, being the only survivors of the crew of the brig Anthony, of Scarborough, Headly master, which vessel was totally lost between 12 and 2 o’clock a.m. on Wednesday last, on the Seven Stones Rocks, near Scilly, when, dreadful to relate, the master, his wife, and seven of the crew, were unfortunately drowned. She was from Gloucester to London, with salt; she struck on those sunken rocks, and in ten minutes after, she went down; six or seven of the crew got into the pinnace, but this boat was carried down with the vessel, and those in her sunk in the dreadful abyss; one only rose (one of those saved) who was picked up by his shipmate, who had jumped overboard as the vessel was sinking, and got into the jolly boat, which fortunately was adrift, and by that means their lives were saved. These poor fellows, when taken up by Captain Fowler, had no other clothing than their shirts and drawers. They were treated with the greatest possible kindness by the master and crew of the Anne and on their arrival here, a subscription was immediately commenced in order to alleviate their distress, and procure them necessaries.”


ANTONIOS Ex Greta Holm [8/12/1912] (TL) - Times: Thursday, 12/12/1912, Issue 40080:
“Feared Loss of a Greek Steamer – News was yesterday received that wreck age had been washed ashore at St. Agnes and that on an oar was the name Greta Holme. The wreckage included two lifeboats, derricks, and hatches. Nothing was seen of any of the crew. The Greta Holme is the name under which the Greek steamer Antonios was previously known, and consequently the Antonios at once became almost unsirable. The Antonios was bound from Fiume for Liverpool and was reported to have left Algiers on December 2; she is described in the Register as a vessel of 2,626 tons, built in 1894, is insured on a valuation of £18,000, of which only £12,500 is payable in the event of total loss. The current policy expires on Friday. Should the Antonios have thus been totally wrecked the loss of her cargo will be much more serious matter financially than the loss of the hull. She was laden with a full cargo of sugar, which may be estimated roughly to be worth £40,000. Sugar cargoes, which are, of course, highly susceptible to water damage, are considered to have brought some rather heavy claims of late, and consequently the rate from Fiume to Liverpool was recently advanced from 10s to 15s per cent. Yesterday on the fear that the Antonios had been lost underwriters were quoting 20s per cent. for sugar from Fiume in a British boat.”

Note: She was not found for many years, and only identified, c. 1968, near the Old Bess Rock by divers searching for the stern of the HMS Association.

Reports in IOSM, SI & WoS page 46. Location: N49-51-718; W006-24-238.

ANTONIOS M MAVROGORDATOS [17/6/1917] (TL) (WL1) - This Greek steamship was torpedoed and sunk by UC-48 about 7 miles S. of Wolf Rock on passage Liverpool for Gibraltar with coal. Ref. wrecksite.eu (WoS has Antonios M Mairog’s)

ANTWERPEN SS [12/9/1916] (TL) (WL1) – SS Antwerpen was torpedoed during her maiden trip on 12/9/1916 by UB-18, some 30 miles from the Scilly Islands. She was on her way from New York to London. The crew was saved by the British destroyer Cameleon. Ref. wrecksite.eu
AQUILA [4/1837] (DNR) – Caledonian Mercury, Monday, 17/4/1837:
“Scilly, April 11: The A quila, Powis, from London, came in here 9th inst. with loss of topmast, yard, jib boom, and leaky, part of the cargo thrown overboard.”

ARCADE [1/1/1811] (Sal) – Lloyd’s List: Tues. 8/1/1811, No. 4526:
“The Arcade, Gardner, from Brisbane to Falmouth and Jamaica, ran on shore at Scilly 1st ult. but was got off without damage.”

ARCAN A / L’OBILIGO [16/6/1876] (Col) (PTL) - Times: Saturday, 17/6/1876, Issue 28658:
Collision, Arcana & L’Obiligo off Scilly; Fatal Boat Accident, “A St. Ives fishing boat, the Arcana, was run into yesterday morning off Scilly by the Italian brig L’Obiligo. There were seven men on board the fishing boat at the time, and all but two managed to scramble on board the brig. Those two; Thomas Benetto, aged 20, and William Mitchell, aged 70, of Newlyn, near Penzance were drowned. The rescued men were afterwards transferred to a pilot cutter and landed at Falmouth. They say the captain of the Italian brig refused to put about to endeavour to rescue the two men.” The Arcana was found derelict.

ARDENCRAIG [8/1/1911] (TL) - Crim Rocks - Times: Monday, 9/1/1911, Issue 39477:
“Loss of a British Sailing Ship – The Glasgow sailing ship Ardencraig foundered off the Scilly Isles yesterday afternoon in view of a considerable number of people who were watching.

About 2 p.m. distress guns were fired from the Bishops Light-house, and the St. Agnes and St. Mary’s lifeboats were soon afloat. There was a thick fog at the time, but about 2.30 the fog cleared and a large ship was seen in Broad Sound. She had apparently been ashore, but when seen was drifting with her foreyard abaft. After watching her for about an hour, the crowd saw her suddenly roll over to port and founder. Several boats were seen close by, and it was supposed the crew were in them. This proved to be correct, as the boats were soon making for the shore. The crew subsequently landed all safe.”


Location: N49-55-302; W006-23-654.

ARDENT [29/10/1815] (Sal) – Lloyd’s List: Tues. 7/11/1815, No. 5020:
“The Ardent of Cardigan, Lloyd, from Waterford to London, was driven on shore during a Gale on 29th ult. on some rocks near Annette, Scilly, and was abandoned by the Crew; but they returned to her next morning and found her nearly discharged by the Islanders, and about 300 firkins of Butter missing. The Ardent was got off, and on 31st ult. was at Anchor near St. Mary’s.”

ARGO [23/10/1880] (TL) – Cornishman, Thursday, 28/10/1880:
“The schooner Argo, Lewis master, belonging to Bridgewater, and from Newport with a cargo of coal for Polruan, having sprung a leak at sea, made for Old Grimsby Harbour, Scilly, with four feet of water in her hold, on Saturday evening. But darkness coming on, she struck on the rocks at Tean Island and remained. The master and crew landed on the island, where they were seen and rescued on Sunday morning. The vessel will become a total wreck. Salvors have stripped her of her sails and other materials, and brought them to St. Mary’s in charge of the Lloyd’s agent.” Cornishman, 4/11/1880: “On Monday, the wreck of the Argo, of Dublin, with a cargo of coal on board, was sold for £11.”

Excellent detail in SI. Lloyd’s List: 26/10/1880, No. 20,748.


Ref. naval-history.net

ARIA DNE / VENUS [4/1819] (AD) (PTL) – Caledonian Mercury, Saturday, 24/4/1819:
“The Ariadne, Rohde, from Bourdeaux to Bremen, was run foul of 15th inst., to the southward of Scilly, by the Venus, Krayler, from Amsterdam to Cadiz; the former filled with water, fell on her beam ends, and was abandoned by the crew; the latter put into Falmouth on the 17th, with loss of bousprit, boat stoved in, and stern broken.”

ARIADNE of Scilly [28/10/1859] (LV) (TL) – Jersey Independent and Daily Telegraph, 1/11/1859:
“Newhaven, Oct. 28: The Ariadne, of Scilly from Malaga for Leith, is totally wrecked, and the cargo (fruit) washed away. Crew saved.”

ARMENIAN [28/6/1915] (TL) (WL1) – Yorkshire Evening Post, Thursday, 1/7/1915, page 6:
“The Leyland liner Armenian (8000 tons) has been torpedoed and sunk near the western entrance to the English Channel by a German Submarine. The attack took place late on Monday afternoon, but it was not until to-day that the news became available for publication. There has been loss of life, but up to the present it is not possible to say exactly to what extent. One correspondent says there were 30 deaths. The West African Mail steamer Tarquah, which arrived at Plymouth on Tuesday, reported that on Monday afternoon, about four o’clock, a wireless call ‘S.O.S’ was received from the Armenian, which was then twenty-three miles west of Trevose Head, on the Cornish Coast. She reported that she had been attacked by a submarine, which two hours later was reported to have fired on the Armenian. Skipper Peter Defer, of the Belgian steam trawler President Stevens, who has arrived at Milford Haven, reports that at seven o’clock on Tuesday morning he picked up some men, including the captain of the Armenian who told him that the vessel was bound from America to an English port.
On Monday night, when 54 miles north-east of the Bishop Rock, Scilly Isles, the Armenian was torpedoed. Some of the crew were either killed outright or drowned, while others were badly wounded. The Belgian skipper did his best to succor them. Six survivors of the Armenian have arrived at Cardiff. They confirm the statement that some lives were lost. The Armenian was bound from Newpo News, and the submarine was sighted about 200 miles of the Scilly Isles. Efforts were made to escape, but the steamer was rapidly overhauled. The submarine fired two torpedoes, causing the Armenian to sink in about half-an-hour. The submarine ran close to a capsized boat-load of men, but did not pick any up. As nearly as the survivors could remember there were 16 ship’s officers on board and two Marconi operators, while the crew numbered about 50. Some were picked up by a Belgium trawler (presumably the President Stevens), but it is feared that some were killed by shell fire or were drowned. It is stated by one of the survivors that the submarine was the U-58. Another survivor said the German Submarine was sighted a long distance off, and Captain Trickey made a gallant effort to escape. A shell dropped through the skylight into the engine-room. When the boats were launched one of them capsized, and all the occupants fell into the sea.

A Cardiff correspondent says the Armenian carried a crew of 50, and altogether about 30 lives were lost. The Armenian left Newport News ten days ago. Most of the surviving members of the crew have gone on from Cardiff to Liverpool. A Lloyd’s message, received late this afternoon, says five of the Armenian’s boats were picked up by the Belgian trawler, and it is reported that none were killed and a few wounded.” Excellent up-to-date detail in WoS page 184.

AROST CASTLE [21/11/1917] (TL) (WL1) - 4,460 gross tons, defensively-armed, 21/11/1917, 300 miles W by S ¼ S from Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost. Ref. naval-history.net

ARTHEMISE [4/3/1861] (Col) – Morning Chronicle, Monday, 18/3/1861:
“Scilly, March 4: The French brig Arthemise, Le Merc, of Bordeaux, from Cardiff for St. Nazaire, which was run on shore after collision, Feb. 28, has since sustained so much that she will no doubt become a wreck. Part of her cargo and materials saved. Both accidents were duly recorded, in February, by the Morning Chronicle.” “The French brig Pauline.

ARZILLA [1/1883] (TL) – Edinburgh Evening News, Tuesday, 30/1/1883: “A Plymouth telegram say the ship Arzilla has been lost off Scilly Island with all hands, her nameboard, boats, etc., has been lost. The Arzilla is owned by Mr. Metcalfe of Sunderland. She would have, at least, a crew of 30 hands. Another account says; The ship Windsor Castle, which arrived yesterday in the Thames from Sydney, states that whilst coming up the English Channel a large ship totally dismantled, was sighted on the lee bow. The Windsor Castle passed close under the other ship’s stern, and found she was abandoned and fast sinking. She was hailed, but no sign of any one being on board was discovered. The vessel proved to be the Arzilla, 1120 tons’ register, bound from Cardiff to Monte Video. A few minutes after being passed she heeled over and foundered. The crew of 35 men have not been heard of.”

ASHLEAF [29/5/1917] (TL) (WL1) - 5,768 gross tons, defensively-armed, 29/5/1917, 150 miles West from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

ASON [17/12/1916] (TL) (WL1) – Dundee Evening Telegraph, Wednesday, 20/12/1916:
“The owners of the steamer Ason have received a telegram announcing that the vessel has been torpedoed. The cargo is insured in Britain. The crew were picked up and landed at a British port.” Recorded in SL. Torpedoed and sunk by UB-38.

Lloyd’s Confidential War Loss Record WW1, page 78.

ASP [18/1/1917] (TL) (WL1) - Built by Sir James Laing, Sunderland (No. 523); 1759 gross tons, Triple expansion engine (NE Mar. Eng. Co. Ltd., Sunderland), 169 hp. On 18/1/1917, the Norwegian cargo ship SS ASP, owned at the time of her loss by T. B. Heinstein & Sons, Kristiansand, was on a voyage from Barry to Faval (Azores) with coal, when she was sunk by German Submarine UB-38, 45 miles N/2E from Bishop Rock. Ref. wrecksite.eu

ASSIMACOS [11/9/1916] (TL) (WL1) - SS Assimacos, built by C. S. Swan & Hunter, Newcastle in 1890 and owned at the time of her loss by M. Embiricos, Andros, was a Greek steamer of 2898 tons. On 11/9/1916, Assimacos, on a voyage from Glasgow to Genoa with a cargo of coal, was scuttled and sunk by the German Submarine UB-18 (Otto Steinbrinck), 45 miles south of Seven Stones. Ref. wrecksite.eu

ASSOCIATION; EAGLE; ROMNEY & FIREBRAND [22/10/1707] (4xTL) An extremely well documented incident. The History of the life and Reign of Her Majesty Queen Anne. Published in 1740. October 1707 entry Page 246: “We received an account the later end of the same month of the loss of Admiral Shovell, in her Majesty’s ship the Association, together with the Eagle, Romney, and Firebrand in their way home from the Straights.” (Firebrand is covered in part here, in wreck entry Golden Lyon 1681) Definitive: Sir Cloudesley Shovell, Stuart Admiral by Simon Harris. ISBN: 1862270996. 2001. Scillonian Magazine. 265/125. Location: N49-51-741; W006-24-272.
ASSOCIATION [3/1/1780] (TL) - Saunders’s News-Letter, Wednesday, 19/1/1780:
“The Association, a French ship of war of 22 guns, besides swivels, built by a company of merchants at Havre de Grace, was lost on the 3rd inst. About ten o’clock at night on the rocks of Scilly. Part of the crew were drowned; the rest got on shore.”

ASTILLERO [17/2/1913] (Col) (TL) – Cornishman, Thursday, 27/2/1913:
“On board the steamer Manistee, and in a pitiable plight, were 24 of the crew of the Spanish steamer Astillero who had been picked up off the Scillies. Their vessel had been in a collision with an unknown sailing vessel, and, with no provision and with only inadequate clothing, the crew took to the boats. It was 12 hours later when the Manistee noticed their distress signal and picked them up, several being almost naked, and all in a pitiable state of exhaustion. Shortly after the arrival of the Manistee the steamer Chindwin arrived with three more of the Astillero’s crew, who had been picked up 20 miles north of Scilly. They reported that the Astillero sank after the collision. She was a vessel of 1,488 tons, bound from Glasgow to Bordeaux.”

Short reports in IOSM & SI.

“The captain and a portion of the crew of the Strathenian (wrong name), which sunk off Scilly on Monday, landed at Queenstown to-day, by the steamer Harry S. Edwards. Chief officer and remainder of the crew in second boat, missing.”

Just to confuse matters: Stafford Sentinel, Wednesday, 10/4/1878 has;
“The steamer Athenian, from Liverpool to Constantinople, capsized sixty miles from Scilly, on the 8th inst. The captain and fifteen men have been picked up, but the boat containing the mate and seven hands is still missing.”

Sunderland Daily Echo and Shipping Gazette, Thursday, 11/4/1878: “The missing boat’s crew of the steamer Athenian, which as reported yesterday foundered off Scilly on Monday, were landed at Crookhaven yesterday, having been picked up at sea by the schooner Puella, Capt. Jones. The Athenian belonged to Messrs. Shotten and Co., North Shields.”

Much more additional information and detail in the Derry Journal, Friday, 12/4/1878:

ATLANTIC [22/1/1868] (TL) – Royal Cornwall Gazette, Thursday, 30/1/1868:
“Scilly: During a terrific storm the pilot cutter Atlantic was driven from her moorings in the pool at St. Mary’s, and became a total wreck on the rocks.”

Similar report in IOSM & SI. Lloyd’s List: 27/1/1868.

ATLANTIC [13/12/1874] (TL) – Birmingham Daily Post, Friday, 3/11/1876:
“Her Majesty’s Government has awarded a binocular glass to Captain Linderman, master of the German ship Meta, in acknowledgment of his kindness to the master and crew of the barque Atlantic, of London, whom he rescued from the wreck of their vessel on the 13th of December, 1874, sixty miles’ south-west of Scilly. The shipwrecked crew were treated with great kindness by Captain and Mrs. Linderman and the crew of the Meta, and were landed at St. Nazaire on the 21st of December following.”

ATLANTICO [30/9/1918] (TL) (WL1) – SS Atlantico was an Italian cargo steamer of 3,069 gross tons which was captured and scuttled by German Submarine U-38 when 15 miles SE of Formentera when on route from Buenos Aires for Genoa with a cargo of wheat.

Ref. wrecksite.eu (from uboat.net.) Some good detail in SI & WoS page 189.

Lloyd’s Confidential War Loss Record WW1, page 236.

ATTITI / NEGOCIATOR [15/3/1862] (Col) (TL) – Waterford Mail, Wednesday, 19/3/1862:
“Plymouth, 19th March: The ship Negociator of Sunderland, with coal for Genoa, ran down the Russian brig Attiti on the morning of the 15th, about 70 miles off Scilly. The brig sank immediately – one man drowned. The Negociator was abandoned shortly after in a sinking state. The crews of both vessels were picked up, and have just been landed here.” Some reports have Ahki and some Abiti.


AURORA [31/5/1780] (Col) (TL) – New Lloyd’s List: Fri. 9/6/1780, No. 1170:
“The Aurora, Gosling, from Dartmouth to Waterford, was run down the 31st ult. between the Land’s End and Scilly, by a large Prussian Ship; the Crew saved.”

Also Caledonian Mercury, Wednesday, 14/6/1780.

AURORA [31/12/1784] (PTL) – New Lloyd’s List: Fri. 14/1/1785, No. 1638:
“The Aurora, Dixon, from Leverpool (sic) to London, with Coals, struck on some sunken Rocks near Scilly Islands, was got off into St. Hellen’s Gap, where she sunk; it is hoped Part of the Materials and Cargo will be saved.”

AURORA [4/1811] (DNR) – Lloyd’s List: Tues. 2/4/1811, No. 4550:
“The Aurora, Wetherall, from Waterford to Lisbon, put into Scilly 24th ult., leaky, and must discharge part of her Cargo to repair.”

Lloyd’s List: Tues. 9/4/1811, No. 4552: “sailed from thence the 1st ult.”

AURORA [11/12/1811] (TL) - A total loss when stranded on the Seven Stones Reef between Cornwall and the Isles of Scilly while carrying cork from Lisbon to Cork, Ireland. Detail in SI.
Scilly, August 20: Aurora (Austrian Brig), Captain Merlato, from Ibrail to Falmouth, with wheat, struck on the Western Rocks yesterday morning, vessel and cargo totally lost, crew saved.”


AUSPICIOUS [2/1821] (DNR) – Lloyd’s List: Tues. 27/2/1821, No. 5572:
“The Auspicious, Drewett, from London to Waterford, which was on shore on the Rocks at Scilly, has been got off by assistance, with her keel and fore foot damaged, and carried into New Grimsby to repair.” Morning Post, 19/2/1821: “The Auspicious, Drewett, from London to Waterford, got on a rock in New Grimsby Harbour on the 10th inst. by which she broke part of her knee and filled with water, and is now on her beam ends.

Her stores are landed, and it is expected she will be got off next spring tide.”

AUSCARILIAN [5/1/1867] – (Sal) (DNR) Carlisle Journal, Friday, 18/1/1867:
“The barque Auxiliar, of North Shields, 300 tons, Franzier master, from Alexandria, has been aground near St. Mary’s Pier, Scilly, with 7½ feet of water in her hold.”

Royal Cornwall Gazette, 24/1/1867:
“The pilots and boatmen of the island of St. Agnes have been awarded £275 for services rendered to the barque Auxiliar, of Shields, from Alexandria, with a cargo of cotton seed, on the night of the 5th inst.”

Newcastle Journal, Monday, 14 1/1867: A very lengthy and detailed report. Here however, she is referred to as the Auxiliar!

AWARD [19/3/1861] (TL) - Times: 26/3/1861, Issue 23890:
‘Loss of the Award, of Liverpool’
“This ship was from Liverpool, bound to New Orleans, in ballast. She was stranded on the 19th inst. At about 1 a.m. on a small island called Gweal; westward of Bryher, Scilly Islands, and will, no doubt, become a total wreck. At the time she struck it was blowing a gale from the north-north-west – a most terrific sea running; had she not been a very strong-built ship, she must have broken up at once, and all her crew, consisting of 23, would have perished, as there was no possibility of approaching her with a boat. When first observed she was lying with her head to the north-east and her foremost cut away; she then swung round upon her heel, her bow coming on the rocks on the north point of Gweal. Her foremost, which was still fast to the ship by the stay, washed on the rocks. About noon one of the crew, an Italian, and a most courageous fellow, went down the stay, taking a line with him, and, at the risk of his life, succeeded in effecting a communication with the shore; a hawser was then made fast to a rock, and by this means the crew were all safely landed upon Gweal. A great many persons were assembled on the nearest point of Bryher, having a boat in readiness (should the sea subside) to get the crew from Gweal. The distance across from Bryher to Gweal, at the then state of the tide, is from 100 to 150 fathoms; there was a very heavy surf in the neck, but notwithstanding this, at 2 p.m. a boat was launched over the rocks about 100 yards, manned by the following persons – viz., Mr. W. Johns, Coastguard, chief officer; Phillip Glanville, Coastguard; Patrick Trevellick, Stephen Woodcock, John Jenkins, James Jenkins, and Richard Ellis, boatmen; and, after several ineffectual attempts to reach Gweal, they were forced to abandon their object, but not until they had spoken with the crew, and learnt that they had provisions. The risk they ran was very great. On Wednesday, the 20th inst., at 4 a.m. the boat was again launched; the same persons as mentioned above were in the boat, with the addition of James Jenkins, Trinity pilot, and Captain Hicks, of the Merlin. This time they managed to reach Gweal, and were forced to haul the boat up to save her, and wait for the next tide. When they got on the island they found the poor fellows were without water and suffering very much in consequence. At 2 p.m. the weather having somewhat moderated, and the sea gone down in a measure, the boat was launched, and by 5 p.m. the crew were all safely landed on Bryher, but not without great risk. No one had anything but what he stood in; all were, thoroughly wet, having to pass through the surf on both sides. Every one was heartily glad to see the poor fellows safe, who had behaved most admirably under the circumstances; but the rush for water by the crew is beyond description. There is great credit due to the brave fellows who went in the boat; it was certainly at the risk of their lives.”

Greenock Advertiser, Thursday, 11/4/1861: Reports that due to fine weather that the whole of the stores and materials from the Award have been saved. “Captain Watts, with his gang of men will be able to save everything that can be moved.”

‘B’ Entries

BAGDALE [2/6/1917] (TL) (WL1) – The British steamer Bagdale was torpedoed and sunk by UC-66, 13 miles N by E1/2E of Creach Point, Ushant (Ouessant). She was on passage Clyde for Naples. Twenty-three lives were lost. Crew reported to have got to Scilly. Ref. wrecksite.eu (WoS page 185.)


BANDOENG [2/2/1917] (TL) (WL1) – Daily Mirror, Thursday, 1/3/1917: “Amsterdam; Tuesday: It is understood that the whole of the cargo of the Dutch vessel Bandoeng, which was sunk by the Germans, consisted of Borneo tobacco belonging to a German plantation. It was insured at Hamburg, and its loss will therefore only affect Germany.” Lost 30 miles W of Bishop Rock. Dundee Courier, Tuesday, 29/5/1917:

>An interesting ceremony took place in the Royal Naval Offices at Aberdeen yesterday. This was the presentation of a handsome gold watch from the Netherlands Government to Mr. Alexander Mackay lately skipper of one of HM trawlers, residing at 132 Walker Road, Torry. The gift was in recognition of services rendered in saving not only the crew of the Dutch vessel Bandoeng, but also the ship’s valuable cargo; the skipper bringing the whole, including the ship, safely into port after the vessel had struck a mine. Captain Laird, senior naval officer at Aberdeen, made the presentation, and Skipper Mackay, who appeared wearing the Distinguished Service Medal, which was presented to him some time ago by King George for naval services rendered on a former occasion, suitably replied.”

Lloyd’s Confidential War Loss Record WW1, page 97. Part of the 22/2/1917 Dutch convoy.


BARBADOS or BARBADOES [10/10/1816] (TL) - Times: Monday, 11/11/1816, Issue 9989:

>“Wreck: Melancholy Shipwreck. A letter from Weymouth, of the 8th ult. says; “It is with extreme concern that I have to communicate the loss of the ship Barbados, Captain Parry, belonging to Liverpool, on the 10th of last month, on the Rocks of Scilly; she was from Smyrna, bound to London, with a valuable cargo. The captain and 15 men took two of the ship’s boats, but soon after leaving the ship the boats upset, and they all perished. The chief mate, Mr. C. Grumly, the only person saved, who is now with me, give me the above account; he says he was the only man that remained on board; that, after the loss of the captain and crew, he constructed a small raft, on which he was driven to sea; that on the second day (say the 12th ult.) he was taken up by a small French vessel, and landed in France. He came over to this port yesterday by the Countess of Liverpool packet, from Guernsey.”

BARBARA / PETERSBURG [4/1870] (Col) (TL) – Liverpool Daily Post, Tuesday, 26/4/1870:

>“The Barbara, from Seville for Bremen, was in collision off Scilly with SS Petersburg from this port (Liverpool) for Bombay, and is supposed to have foundered. The crew were landed at Gibraltar by the Petersburg.”

BARON ERSKINE [19/8/1915] (TL) (WL1) – Daily Record, Saturday, 21/8/1915:

>The Baron Erskine (5500 tons), registered at Ardrossan, has been sunk. All the crew, numbering 116, have been saved. She was built at Dumbarton, and was owned by Messrs. H. Hogarth & Sons, Glasgow."

Baron Erskine, 5,585 gross tons, 19/8/1915, 25 miles NNW from Bishop Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net

British Vessels Lost at Sea WW1, page 9. Lloyd’s Confidential War Loss Record WW1, page 23. Excellent report in SI.

BARON HERRIES [22/4/1918] (TL) (WL1) - 1,610 gross tons, defensively-armed, 22/4/1918, 43 miles N by W ½ W from Bishop Rock, torpedoed without warning and sunk by submarine, 3 lives lost & 2nd officer taken prisoner. Ref. naval-history.net

BARREMAN [9/7/1887] (TL) – Royal Cornwall Gazette, Friday, 22/7/1887:

>“There is much reason to believe that a large vessel has been lost on the Seven Stones rocks, near the Isles of Scilly. On Monday last one of the Sennen fishing-boats, whilst cruising near the Seven Stones, saw standing out of the water the topmast of a vessel; the sea was too rough to allow close inspection. Two or three days later the mast had disappeared, and pieces of wreckage washed up along the coast of West Cornwall. The first intelligence of this fact came from Land’s End cliffs, where the name board of a vessel, marked ‘Barreman’, was washed ashore, and later some fishermen from Porthguwarah (midway between the Logan Rock and Land’s End) discovered a ship’s boat floating near the Russell Stone, and having on it ‘Barreman’.”
Cornishman, Thursday, 15/9/1887:
“At Glasgow, on Wednesday, Sheriff Mair, delivered judgment regarding the wreck of the ship Barremain off the Scilly Islands, by which twenty-seven lives were lost. The court found the master blameworthy for navigating his vessel in such dangerous waters when he had ample room in other directions.” Lloyd’s List: 16/7/1887, No. 15,567. See excellent detail in SI & WoS, page 168.

BARROWMORE [19/2/1918] (TL) (WL1) - 3,832 gross tons, defensively-armed, 19/2/1918, 53 miles NW by W ¼ W from Bishop Rock, torpedoed without warning and sunk by submarine, 25 lives lost including the Master. Ref. naval-history.net

BARTHOLOMEW [16th Century] (TL) - Bartholomew ledge. Unidentified Protected wreck. Circa 1570. Possible understanding towards the now protected, unidentified, wreck site found by Mick Pirie on the Bartholomew Ledges. Numerous broken swivel guns’ small anchors and about 30 boat shaped lead ingots were found at the site. However, to try to understand the identity of this shipwreck we must first look to the history of broken fragments of bronze bells that were also found in great quantity on the wreck site. In a book entitled- Hawkins of Plymouth by James A. Williamson (1949) there is a possible clue to this wreck. On pages 168 to 170 are passages that refer to a fleet from England going to aid the Huguenots in Rochelle in 1569. A fleet of more than sixty ships, commanded by John Hawkins, set sail for Rochelle that year. The mission was successful and the fleet returned- “fully laden with salt from the Biscay marshes, wine from the western vineyards, and popish bells from every church the Huguenots had sacked; invaluable for the re-casting into bronze ordnance.” In such cases it is known that, in order to save space aboard ship, items such as ‘popish bells’ from the wars between Protestant England and its Catholic enemies, were naturally broken up prior to transportation back to England. It is therefore entirely possible that the wreck at Bartholomew ledge was either a Spanish ship captured at the time of this fleet and put to use by the English, or indeed it is an English ship and not a Spanish vessel as has thus far been assumed. Further to this, if it were not of the particular fleet mentioned above, then the ship is from that of another similar voyage of the same period. The fact that a few Spanish coins were found on the site are not positive proof that this is a Spanish ship. Most trading nations converted their own currency into Spanish silver as it was the currencyfavoured at the time and indeed well into the 1800’s. The English fleet under Hawkins would also have captured money on board from France and Spain. The identification lies in the cargo of ‘Popish Bells’ and possibly the place of origin of the lead ballast ingots found on the site which are most likely to be English.

The actual name of this wreck has long been a mystery and what with the loss of a vast treasure carrying Spanish Galley named, the San Bartholomew, occurring in an unknown position between Scilly and the Bay of Biscay in the year 1597, speculation abounds. The name of the wreck that lies at Bartholomew may never actually become known as many ships of the earlier periods in our history were not even given names. However, there are varying reasons why that particular ledge was named Bartholomew, and why it may not even point towards an actual ship having hit that reef but more towards a person’s association with it. Rocks and reefs often become named because of a certain incident or because of a particular person’s association with that particular spot. Especially if that incident was something extremely noteworthy or the person was someone of standing in that area during their time on earth. One possible explanation dates back to the period 1161 to 1184 during the Episcopate of Richard Bartholomew at Scilly. It is interesting to note that whilst the north islands of Scilly were then under the control of Tavistock Abbey, Richard Bartholomew was given the south Islands of St. Mary’s and St. Agnes and rights to the waters around them. Coincidentally Bartholomew ledge lies in the channel that divides those two pieces of land, at approximately half way between them. The ledge does not show above water and is only denoted by the waters of low tide swirling about it. More than this Richard Bartholomew had been given all rights of wreck around his two islands. However, we still do not have positive evidence of an actual wrecking at Bartholomew ledge that occurred during the reign of Bartholomew, so one is left to wonder if Richard Bartholomew is connected in some way to the reef. No reports of wrecks there or salvage or rescue in that period but that is not to say that something did not happen there during his time. However, just as in every other century since the tenancy of Bartholomew, the Isles of Scilly was then plagued with pirates. So much was the problem that by the time the son of Richard Bartholomew took over, (the son was given the same name as his father) he was forced to do something about the problem. And here is an incident big enough to live long in the memory and certainly of great enough sufficiency to warrant the naming of a particular spot after the incident or person involved. It is recorded that in the year 1209, Richard Bartholomew junior, had captured what amounts to be a ship full of pirates, recorded in the Annals of Tavistock as being: 120 men in number, and, as a show of force and warning to others, Bartholomew is recorded to have had them all beheaded. So, did this event occur on the islands of St. Mary’s or St. Agnes? Or did it in fact take place aboard ship in the middle of the stretch of water between those two islands that Bartholomew then controlled? It would certainly make sense and be more fitting to do it at sea, especially if this heinous deed was done aboard the pirates own captured vessel.
Moreover, it would certainly be easier to simply ditch the remains of the bodies overboard rather than to have your precious island stained with the blood of so many ungodly criminals, and then be left with the erroneous task of having to dispose of the bodies on your valued and hallowed earth. Why have the problem of cleaning up such a bloody mess on land when the sea can take care of its own? Yes, this maybe just good supposition but this event had taken place somewhere about in the more southern parts of Scilly and, arguably, Bartholomew ledge is a very probable candidate. There is another, if shorter, explanation. There was once a Garrison on St. Mary's and the vast remains of its defensive wall is still very much in evidence around the west side of the Island. Each redoubt and each battery along its length has a name. One of these gun positions overlooks Bartholomew Ledge and it is called ‘Bartholomew's Battery’. Was there a commander named Bartholomew whom liked to fire his guns at the reef? Did he position small floating objects over by the reef for his gunners to aim at during gunnery practice; thus the position he used was named after him? This too is quite probable, or indeed more mere coincidence.

Lastly. The possible date of the wreck on Bartholomew Ledge is circa 1570. Interestingly the Huguenots had massacred many Catholics in cold blood on St. Bartholomew’s Day, 24/8/1569. This is the same year as the La Rochelle fleet carrying broken up popish bells sailed back from France. Another double coincidence?

### Unidentified wreck circa 1570 possible 1588 Armada ship.

Similar to that above, another area of wreckage was found by the author near Spanish Ledge, in 25 metres of water. This too has the same type of swivel gun and, although much larger, the same type of anchor to those found at Bartholomew Ledge above. Lead ingots of exactly the same shape, size and weight, were also found; suggesting that this wreck was lost at the same time as that on Bartholomew ledge. Either that, or this is part of the same ship- as tide and weather could easily connect the two sites. The lead ingots on both sites are boat shaped and being so closely matched in every way, may suggest they came from the exact same mould and place of origin. The wreck near Spanish ledge may hold a lot more to discover yet but sadly in order to find it, a layer of very deep sand will have to be overcome. If the two wrecks above are indeed Spanish rather than English, then an identity of the two wrecks may have a connection to the following narrative, found in the Calendar of State Papers Spain. (Sminacas) Vol. 4 1587-1603:

Letter from the Duke of Medina Sedonia to the King of Spain dated 30/7/1588.

“Medrano sent word to me that the sea was very heavy for the galleys, and if necessary he should run for shelter to the coast of France. I begged him to make every effort to continue with the fleet, as I, perhaps, might not touch at the Scillys, but run into the Channel direct. I sent two pataches to stand by the galleys in case the latter should require assistance, and to enable them to communicate with me. This was done on the 26th instant, and all that day the three galleys were in sight; but after nightfall, when the weather became thick, with very heavy rain, they were lost sight of and we have seen them no more…….” Also further down the page……. “The galleys have not appeared, nor have I any tidings of them, which causes me great anxiety.” After a night of running up into the channel in very bad weather these galleys could easily have been wrecked at Scilly after separation from their fleet on the 26th. Two Galleys were lost; was one on Spanish Ledge and the other on Bartholomew?


**BARTON / LIBERIA** [5/1874] (Col) (TL) – Manchester Courier and Lancashire General Advertiser, Friday 15/5/1874:

“The steamship Barton, Glasgow, is given up for lost. It is supposed to have been in collision with the Liberia off Scilly Isles. The Barton had a crew of 17, all married.” See also **Liberia.**

**BARUNGA** [15/7/1918] (TL) (WL1) - 7,484 gross tons, defensively-armed, 15/7/1918, 150 miles W by S ½ S from Bishop Rock, torpedoed without warning and sunk by submarine.

Ref. naval-history.net

**BASSENTHAWE** [7/4/1836] (TL) – Bell’s Weekly Messenger, Sunday, 17/4/1836:

“Scilly, April 12. – Bassenthwaite, Mitchinson, from Liverpool to Quebec, struck one of the wrecks (rocks?) at the entrance to Broad Sand (Sound), 7th inst. bilged and sank; two of the crew drowned.”

Slightly different report in Belfast Commercial Chronicle:

“Scilly, April 12 – The Bassenthwaite of Maryport, Mitchenson, from Liverpool to Quebec, struck the Crim Rock 7th inst. and immediately went down. The master and nine crew took to the boats, and landed on St. Agnes Island; one man and a boy took to the rigging, and were drowned.”

WoS page 64. Lloyd’s List: No. 7,151.

**BATHURST** [30/5/1917] (TL) (WL1) - 2,821 gross tons, 30/5/1917, 90 miles W from Bishop Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net

**SS Bathurst** was a British Merchant steamer of 2,808 gross tons and owned by the Elder-Demster Line. She was torpedoed by German Submarine off Bishops Rock, Land’s End, Cornwall and sunk in 1917. Ref. wrecksite.eu
**BEATRICE** [20/7/1917] (TL WL1) - **SS Beatrice**, built by Richardson, Duck & Co., Stockton in 1890 and owned at the time of her loss by Cleeves Western Valleys Anthracite Collieries, Ltd. (T. D. John), Swansea, was a British steamer of 712 tons. On 20/7/1917, **Beatrice**, on a voyage from Penarth to Honfleur with a cargo of coal, was sunk by the German Submarine **UC-47** (Paul Hundius), 10 miles E by S of the Lizard. 11 persons were lost. Ref. wrecksite.eu referencing the Hydrographic Office.

**BECKFORD** [29/8/1794] (Incident) – Lloyd’s List: Friday, 5/9/1794, No. 2644:

“The Beckford, Boulton, from the Coast of Barbary, was taken on the 29th ult. by three French Frigates, and since retaken by some pilots from Scilly, and carried in there.”


“One of my boats being a little to the westward of these islands, last Sunday evening, fell in with a brig. On their coming along-side, a man from the deck whispered to my people, that she was a prize to the French, and that if they could get on board, he would assist in endeavouring to retake her. Immediately my people, three only in number, got on board the vessel, armed with a fishing gaff and the pump brag of the boat. The four men instantly attacked the Frenchmen, seven in number. The battle was short but desperate. No lives were lost, but the French prize-master was very severely wounded, and the four English prevailed. The vessel is now safely moored in this harbour, (St. Mary’s), and proves to be the Beckford, of Great Yarmouth, belonging to a Mr. John Drake, merchant, of that place. Her cargo consists of salt-petre, hides, &c. She was taken last Friday by three French frigates, 50 Leagues S. W. of Scilly, and was the 25th prize of that squadron this cruise. The crew of the Beckford, all but one man and a boy, had been taken out, and put on board the frigates.”

**BEE** [11/12/1815] (DNR) – Caledonian Mercury, Saturday, 23/12/1815:

“The Bee, Elms, from Cork to Cadiz, put into Scilly on the 11th inst., with damage, and must discharge.”

**BEECHPARK** [2/8/1917] (TL) (WL1) – 4,763 gross tons, defensively armed, 2/8/1917, 4 miles South from St. Mary’s, Scilly, torpedoed by **UC-75** without warning and sunk by submarine. Ref. naval-history.net

Referenced in SI. British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 65.

British Vessels Lost at Sea WW1, page 61. Lloyd’s Confidential War Loss Record WW1, page 161.

**SS Beechpark** was a British cargo steamer of 4,723 gross tons built in 1917 by Greenock & Grangemouth Dockyard Co. Ltd, Greenock, England for J. & J. Denholm, Greenock, England. On the 3/8/1917 when 4 miles S of St. Mary’s, Isles of Scilly she was torpedoed and sunk by German Submarine **UC-75** when on route from the Tyne for Port Said with a cargo of coal and coke. Ref. uboat.net (See also MAT.)

**BEEMAH** [27/4/1917] (TL) (WL1) – 4,750 gross tons, defensively-armed, 27/4/1917, 30 miles SW by S from Bishop Rock, torpedoed without warning and sunk by submarine, 3 lives lost. Ref. naval-history.net

The British cargo **SS Beemah** was sunk on 27/4/1917 by the German Submarine UB-32 (Max Viebeg) 30 miles SW from Bishop Rock. **Beemah** was on a voyage from Cardiff to Italy with a cargo of coal. 3 of the crew were killed. Ref. wrecksite.eu

Lloyd’s Confidential War Loss Record WW1, page 124. A good report in SI.

**BEGONIA** 21/3/1918] (TL) (WL1) - 3,070 gross tons, defensively-armed, 21/3/1918, 44 miles S by W from Wolf Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net (See also MAT.)

**BEGUM** [29/5/1918] (TL) (WL1) - 4,646 gross tons, defensively-armed, 29/5/1918, 270 miles W by S from Bishop Rock, torpedoed without warning and sunk by submarine, 15 lives lost. Ref. naval-history.net

**BELINDA** [27/6/1854] (TL) - Royal Cornwall Gazette, Friday, 7/7/1854:

“The brig Lieutenant Petterson, of Westerwick, Capt. Tongvist, from Liverpool to Nordkopen, on the 26th ult., off the Bishops, at 10 p.m., fell in with the Belinda smack, of and from Cardif for Cork, with a cargo of Limestone. The wind was blowing very hard and the sea running high. The master of the smack told them that his vessel was in a sinking condition, and with his crew begged to be taken on board the brig. The weather was too tempestuous to lower a boat; lines were thrown aboard on the vessel’s being brought as near as could be, when the master, a man and a boy, were hauled on board the brig safely. Capt. Tongvist noticed that the smack labored heavily and the sea was making a breach over her. On the night of the 29th, off Coverack, the unfortunates were landed, and very thankful were they of their deliverer.”

**BELLA** [12/1788] (TL) - Times: Monday, 15/12/1788, Issue 1205:

“About a week since, advice was received here from Scilly that part of the wreck of a vessel came on shore at St. Mary’s, on a piece of which about 18 feet long, supposed part of the stern, was, “The Bella, Douglas, “also several bottles, pickles, kidney beans, &c, &c. and as every person on board must have perished, it is not yet known what vessel it was.”
BELLE [2/7/1874] (Sal) (DNR) - West Briton and Cornwall Advertiser, Thursday, 9/7/1874:
“Mr. Scown, of Plymouth, with his diving party, while working on the Earl of Arran, near Nornour, Scilly, on Thursday, the 2nd inst., had hove up a large pieces of wreck. This coming under the bottom of their vessel, the Belle, knocked a hole through her. She leaked so badly that they let go the piece of wreck; and while some of the party remained to pump. The other rowed ashore to St. Mary’s and got assistance of the Queen of the Bay. Capt. Gibson, who proceeded to English Island neck, and towed the Belle into the Pool, from whence she was warped inside the Old Pier, with water some inches deep in her hold, although the pump had been kept going all the time. It was blowing strong at the time from the westward.”

BELLE OF THE SOUTH [7/7/1871] (DNR) - Times: Monday, 10/7/1871, Issue 27111:
“The Belle of the South, from London for Algoa Bay, struck on a reef and is aground near the Pier at Scilly, making very much water; must discharge. Has since been brought alongside at St. Mary’s with 10 ft. of water in her hold.”

London Evening Standard, Wednesday, 19/7/1871:
“Scilly, July 17: Nearly all the dry part of the cargo of the Belle of the South, London to Algoa Bay, beached at St. Mary’s is expected to be discharged to-morrow. All the cargo from the deck downwards for ten feet is uninjured. The water amidships reaches nearly eight feet above the ceiling.”

Morning Advertiser, Monday, 7/8/1871:
“The Belle of the South has been hauled alongside of the new pier, to receive her cargo again.”
Note: A sequence of reports like this is unfortunately rare.
Excellent detail in IOSM, page 93.

BELLONA [1818] (PTL) - Times: Friday, 16/1/1818, Issue 10355:
“Possible Wreck: A quantity of mahogany has been cast on shore on the coast of France, and at Cape Clear, Ireland, which, by the marks upon it, appears to be the cargo of the Bellona, Wallace, of Aberdeen, not heard of since the 21st November, when she was parted with near the Capes of Virginia, on her voyage from Honduras to London. The unfortunate vessel has, therefore, probably been lost on the Scilly Islands.” Also; Taunton Courier, 22/1/1818.

BELMONT / PILOT CUTTER [1/1888] (Col) (TL) – Cornishman, Thursday, 19/1/1888:
“Shortly after five o’clock, on Monday morning, the steamer Belmont, of Newcastle, for Cardiff, was in collision with a pilot cutter, off Scilly, and the latter was sunk. The steamer lowered a boat and cruised about for some time, but did not succeed in saving the crew of the cutter.”

Identity of the cutter not traced.


BEN VRACKIE [19/8/1915] (WL) (WLI) - 3,908 gross tons, 19/8/1915, 55 miles N.W. by N. from Scilly Isles, captured by submarine, sunk by gunfire. Ref. naval-history.net

BERNADETTE [25/5/1916] (TL) (WLI) – Cornishman, Thursday, 25/5/1916:
“A telegram from Philadelphia states that the Norwegian steamer Falkland has arrived; she picked up Capt. Daussey and four seamen of the French barquentine Bernadette, reported torpedoed off Scilly.”

BERNARD [15/12/1917] (TL) (WLI) - 3,682 gross tons, defensively-armed, 15/12/1917, 180 miles WSW from Bishop Rock, torpedoed without warning and sunk by submarine, 1 life lost. Ref. naval-history.net

French Motor Fishing Vessel which was abandoned and sank.

“The Italian barque Bernardo, from Alicante for Cardiff, in ballast, drove ashore on Annet Island, Scilly Islands, at 7 a.m. yesterday, and has become a total wreck. The captain was saved; the rest of the crew were drowned.” The captain was picked up from Old Woman’s House Rock by a local gig. Reports in IOSM and SI. Good detail in WoS page 88 - Off Annet, located recently by Islands Maritime Archaeological Group (IMAG). The figurehead is in the Valhalla Collection, and a piece of carved planking is on display in the Turks Head Pub on St. Agnes.

BERYLS (BERRY) [19/1/1843] (AD) (Sal) – Northern Whig, Thursday, 26/1/1843, page 4:
“Tresco, Scilly, Jan. 20: The schooner Berryl, of Greenock, was fallen in with, near the Wolf Rock, yesterday, with loss of masts and bowsprit, and full of water, and taken to St. Mary’s – crew supposed drowned.”

Morning Post, 24/1/1843: “Scilly: The Berryl, M’Huaith, abandoned, dismasted and full of water, was fallen in with on the 19th inst., near Land’s End, and towed in by the Chace, Halson.”

BERTHA [29/1/1869] (TL) – Western Daily Press, Saturday, 6/2/1869:
“The French schooner, Bertha, Barnard master, from Nantes, bound to Penarth, with a cargo of barley, which had gone adrift and shifting, rendering the vessel unmanageable, in endeavouring to get into Scilly on Thursday struck on a deep ledge near the island of St. Martin’s, and began to fill with water. Immediately the crew, with a pilot, lowered the boat, and pulled ashore to St. Martin’s. The Bertha sank in deep water soon after the crew had left her, and they lost all their clothes and other effects.”

Lloyd’s List: No. 17,100 Listed in WoS, similar detail in IOSM. SI has the name as Berthe.
BERTHA / J. B. BROWN [23/1/1879] (Col) (TL) – Morpeth Herald, Saturday, 1/2/1879:
“The British barque Bertha of Liverpool, guano laden, bound from Huanillos for Antwerp, was
abandoned at eleven o’clock on the evening of January 23rd, after having been in collision with the
American ship, J. B. Brown, from Huanillos. At the time of the collision it was very dark, and the
Bertha being considerably damaged, her crew left her and went aboard the J. B. Brown; but
unfortunately one man, David Jones, a native of Almwich, was drowned. The crew were not able to
save their clothes. They were transferred at ten o’clock on Monday morning to a cutter belonging
Falmouth, which landed them at that port. The American vessel was perfectly tight, but had sustained
injury to headgear, &c.”
Little more detail in IOSM. In SI the American ship’s name given as the T. H. Brown.

BERWICK PACKET [11/1812] (DNR) – Hull Advertiser and Exchange Gazette, 28/11/1812:
“The Berwick Packet, Armstrong, lately arrived at Plymouth from Cadiz, for this port, has proved leaky
in consequence of striking on the Seven Stone, near Scilly, and must unload.”

BESTIK [2/1/1917] – (TL WL1) The Norwegian steamer Bestik was sunk by explosive device from
UB-18, 30 miles SW of Bishop Rock. She was on a voyage from Cardiff to Philippeville with a cargo of
coal. No casualties. Ref. wrecksite.eu

BETSY [20/11/1737] (TL) – This reference seems to originate with John Troutbeck.

“November 20th, 1737, a vessel belonging to Bideford, from Malaga bound to Amsterdam, was lost,
laden with raisins and Barbary goat skins, called the Betsey, Richard Hogg, master. The vessel
foundered and all hands on board perished, except the Captain, and two men who were saved in the
ship’s boat.”
Ref. A survey of the Ancient and Present State of Scilly, 1796. Detail in IOSM.

BETSY or BETSEY [24/12/1877] (TL) - Times: Saturday, 5/1/1878, Issue 944:
“The Dowson, Best, from Liverpool, Betsey, Williams from Chester (24/12/1877), are both lost at Scilly,
people saved.” Also; New Lloyd’s List: Fri. 4/1/1878, No. 1948.
WoS page 76 (St. Mary’s Sound) See also Betty.

BETSEY [12/1792] (DNR) – Lloyd’s List: Fri. 21/12/1792, No. 2464:
“The Betsey, Thomas, from Kinsale to London, is got into Scilly with much damage, having been on the
Rocks.”

“The ship was wrecked on St. Damans Rocks, Isles of Scilly with the loss of five, of her eight, crew.”

BETSEY [c.12/1808] (TL) – Public Ledger and Daily Advertiser, Tuesday, 6/12/1808:
“A boat, marked on the stern Betsey of London, Joshua S. Wedge, has been picked up at sea by a
pilot boat, and carried into Scilly.”

BETSEY [c.2/1819] (AD) (PTL) – Bristol Mercury, Issue 1506, 8/2/1819:
“The ship was dismanted in a squall off the Isles of Scilly. She was taken in tow by the Lord Cathcart
(United Kingdom). The tow parted the next day and the ship was abandoned. Betsey was on a voyage
from Bristol, Gloucestershire to São Miguel, Azores, Portugal.” Note: The crew got to Penzance.

BETSEY [12/1/1819] (DNR) - Saunders’s News-Letter, Saturday, 4/12/1819:
“Scilly, Nov. 24. - Betsey, Phillips, from Newhaven to Liverpool, with flints, drove on shore and broke
her keel; must discharge to repair.” Similar report IOSM page 54.

BETSEY [1/1822] (DNR) - Morning Post, Monday, 14/1/1822:
“Arrived the Betsey, Power, from Swansea to Cork, leaky, with loss of mainmast, &c.”

BETSEY [c.1827] (TL) – Reported in SI and referenced from the Port of Bristol Ship Registers. Apparely taken from the Danes. Recorded as “Lost at Scilly.”

BETSEY [2/1867] (PTL) – Gore’s Liverpool General Advertiser, Thursday, 14/2/1867:
“Saturday, Feb. 9. A long boat marked Betsey full of water, was passed 7th Feb. off Scilly, by the
Tiber (S), from Alexandria at Liverpool, which also reports a very heavy gale from N.W. on the 6th Feb.
in lat. 49 N. long. 7 W. with tremendous sea.”

BETTY [1/1788] (TL) – Salisbury and Winchester Journal, Monday, 14/1/1788:
“The brig Betty, Capt. Williams, from Liverpool to London, laden with lead, empty casks, &c. struck
the same rock coming in. She came to an anchor in the Sound, and went down immediately. The Captain
and crew had just time to hoist the boat out, and save themselves. They are now on this island in a
very distressed situation, having not saved either money or clothes.”
Also; Cumberland Pacquet, Wednesday, 9/1/1788: “On the 24th ult. the Betty, Capt. Williams, of
Chester, was lost on a ledge of rocks, on the island of Scilly, going into St. Mary’s; the Captain and the
crew with difficulty saved themselves by taking to their boat. Such was the severity of the gale that no
pilots would venture out; and another brig* shared the same fate.” (*Duke of Cornwall)

BETTERLUCKSTILL [1/1805] (DNR) – Lloyd’s List: Tues. 15/1/1805, No. 4183:
“The BetterLuckStill, of Whitby, Capt. Yeoman, bound to Newport, and the Mary, Shapley, from
Deptford to Plymouth, are put into Scilly with damage, having been on the Rocks.”
BIRKBY [18/9/1825] (DNR) – Morning Post, Wednesday, 21/9/1825:
“Birkby, Captain Miller, from the Havannah for Cowes, with sugar, while passing near the islands, carried away her foretopmast and maintop-gallant-mast, and was brought into St. Mary’s Road to repair the damage.”

BISCAYNEER [13/1/1789] (PTL) – Lloyd’s List: Tues. 20/1/1789, No. 2057:
“The Biscayneer, master? from Newfoundland and Barnstable to Dartmouth, has been ashore at Scilly, and much damaged.” Sherborne Mercury, 3/1791 has it lost on the Western Rocks.

BLACK ROCK WRECK [c. 1550] (TL) – Black Rock Wreck - Probably one of the most important wreck sites on Scilly. It lies close to Pednathise Head, Western Rocks. It was discovered by local divers, in the late 1980s. The wreck site is on a steep slope a few metres from the surface extending to depths in excess of 45 metres. There are at least 14 iron guns still present on the site. At least 200 gold coins (certainly lots of Spanish, four escudos) were recovered, and information suggests, that others, emanated from many different European countries. They were removed from Scilly to the mainland and auctioned; unfortunately, it is not possible to identify which coins in the auction catalogue came from the Black Rock site. Perhaps one of the most significant losses, although in poor condition, was an astrolabe, dated to the mid sixteenth century. Rumour suggests that this was sold for about £700 and may have initially gone to Australia. Had this stayed in Scilly it would certainly have been one of the Scilly Museums star attractions. It is also reported that other artefact material was found, including sounding leads.

Its importance was recognised by local divers in the late 1980s. Unfortunately for Scilly’s maritime heritage, and against the stated wishes of part of the dive team, the material found on the site was not declared to the Receiver of wreck.

Note: After a period of nearly 25 years, the astrolabe has been located and may, one day be returned to the IOS Museum, thanks in part to the report in Scillypedia.co.uk

BLAZER [10/11/1918] (TL) – The 283 gross ton tug Blazer was sunk in November 1918, after hitting the Steval (rock) and settling near Conger Ledge, Scilly. Ref: wrecksite.eu

Excellent detail in SI. Some detail in IOSM. (See also MAT.) Scillonian Magazine December 1936.

Hull Daily Mail, Thursday, 27/2/1919, page 3 has a picture of the Blazer, prior to it being wrecked.

BLONDE [11/1888] (PTL) – Cornishman, Thursday, 15/11/1888:
“A ship’s boat, bottom-up was washed on shore at St. Mary’s on Tuesday. It was so broken that no name could be found but is supposed to be a French one. Some oars have been found marked ‘Blonde Nantes’.”

BOADICEA [27/11/1864] (AD) (Sal) – Royal Cornwall Gazette, Friday, 16/12/1864:
“Scilly: The salvors of the derelict schooner Boadicea, of Bridgewater, have accepted, by private contract, £530 for bringing the cargo of that schooner (fish and oil) into port. The value of the property is estimated at £1,760.” Brought into Scilly by the pilot cutter Agnes.

BODUOGNAT [7/1915] (TL) (WL1) – Sheffield Evening Telegraph, Saturday, 3/7/1915:
“The Belgian steamer Boduognat, 1441 tons, bound from Bayonne to Barry, with a cargo of pit props, has been sunk off Scilly by a German Submarine, and her crew of 18 men have been landed at Falmouth. The submarine first fired at the steamer, and after the Belgian sailors had escaped in the boats, the submarine torpedoed the vessel, which sank in ten minutes.”

BOHALLARD [12/2/1899] (PTL) – Western Times, Monday, 13/2/1899:
“During the gale yesterday morning the French schooner Bohallard, Newpoort, for Audierne, and another French schooner broke from their mooring in the roads at Scilly. The Bohallard stranded and is likely to become a total wreck.”


BOLINA [12/1/1887] (TL) – Cheltenham Chronicle, Saturday, 15/1/1887:
“Lloyd’s agent at Scilly telegraphs that the schooner Bolina, of Pieuheilli, from Port Madoc for London, with slates, went ashore on Tuesday night at the entrance to St. Mary’s Sound, and will become a total wreck. Crew (of five) saved.”

Extra detail in SI. Lloyd’s List: 13/1/1887, No. 15,411.

BONA RESOLUTION [19/4/1786] (Sal) – Sussex Advertiser, Monday, 8/5/1786:
“St. Mary’s, Scilly, April 19. – Yesterday was towed into St. Mary’s Pool, with great difficulty, by the joint efforts of at least 600 people, and a proportionate number of craft from Torbay, Mounts Bay, and these islands, with the assistance of Captain Johns, of the Dolphin revenue cutter, the ship La Bona Resolution, burthen about 700 tons, Captain Andreas Lundyen, belonging to Sweden, but in the service of the Dutch East-India Company; from Batavia, in August last, from the Cape of Good Hope, about 3 months since; bound to Rotterdam, laden with pepper, salt petre, and coffee. On Friday the 14th inst. Between the hours of four and five in the afternoon, the weather then very thick, she ran (with all her sails set) on the rocks very contiguous to Land’s End, near Cape Cornwall, called the Long Ships, and filled. The second mate, surgeon, his mate, passengers, &c. to the number of 25 souls, took to the long boat, with some provisions, a large quantity of dollars, and some valuables, and have not since been heard of, supposed to have reached the coast of France, or gone to the bottom.
Two of the crew were lost by the small boat sinking along-side of the ship. The Captain, chief mate, some French officers, passengers, with the rest of the crew, remained on board till morning, and were taken off by a boat from Cornwall, leaving one man on board. The wind blowing fresh from the eastward occasioned her being brought hither. The cargo having been so many days under water, and of a nature perishable, ‘tis supposed will not be of sufficient value to defray the expenses.”


**BONNE MALOINE** [20/5/1863] (TL) - Recorded in SI only. Very little detail.

No other references found.

**BORDELAISE** [4/4/1874] (TL) – Royal Cornwall Gazette, Saturday, 11/4/1874:
“The SS Bordelaise, of Liverpool, Capt. O’Keeffe, from Newport (Mon) for Oporto, with railway iron, struck on a half tide reef, called the Hats, in entering Crow Sound, St. Mary’s, Scilly, on Saturday morning. The captain and his steersman were not taken a pilot, and it being nearly low water the passage was some what dangerous. The Bordelaise, which is built of iron, now lies on a fair keel, hard and fast on the Hats, and it is doubtful if she will float again. All her compartments fill with the tide, and lighters are now engaged removing the cargo, the only chance of saving the ship being to diminish the draught of water, when, if the weather should remain fine, there is a bare hope of floating her. She was built last year at Whiteinch, and is owned by the Boscawen Steamship Company, Liverpool. She is 691 gross tons.”

Location: N49-56-427; W006-16-992: Detail in SI & WoS page 155.


**BORODINO** [7/2/1830] (PTL) - St. Mary’s: Times: Friday, 12/2/1830, Issue 1418:  
“Wreck. - The Borodino, from Sierra Leone to Milford, was driven ashore at Scilly: cargo and materials expected to be saved.

Also; The Hull Packet and Humber Mercury Issue 2362, 23/2/1830:
“The ship was driven on to the Carn Morvel Rock, Isles of Scilly and wrecked. Her crew were rescued. She was on a voyage from Sierra Leone to Milford Haven, Pembroke.” Detail in SI & WoS page 105.

**BOSSI** [1/12/1916] (TL) (WW1) - On 1/12/1916, the Norwegian steamer SS Bossi, on a voyage from Bordeaux to Barry with a cargo of pit props, was scuttled by the German submarine UB-29 (Erich Platsch), 33 miles WSW of the Lizard. There were no casualties. Ref. wrecksite.eu

**BOTHNIA** [3/1898] (Sal) – Edinburgh Evening News, Wednesday, 30/3/1898:
“The German steamer Castalia, from New Orleans to Hamburg, to-day towed into Falmouth the Liverpool barque Bothnia, 719 tons, which was encountered early on Tuesday morning abandoned and in a dist-masted condition about 100 miles south-east of Scilly. The Bothnia has a cargo of guano from Lobos, and last week received orders at Queenstown for some port in the Channel. It is presumed that her crew have been taken off by a passing vessel.”

**BOYNTON** [24/9/1917] (TL) (WL1) - SS Boynton was a 2,578 gross tons, defensively armed British Merchant steamship built in 1892. On the 24/9/1917 when 5 miles WNW from Cape Cornwall she was torpedoed by German Submarine UC-47 when on route from Manchester to France with a general cargo. 23 lives, including the Master were lost. Ref. wrecksite.eu

(See also MAT.), position only a possibility.

**BRAEMAR** [1967] – RNLI rescue. Silver medal to Coxswain Matthew Lethbridge Junior and bronze medals to Second Coxswain Ernest Roy Guy and Motor Mechanic William Burrow for saving the yacht Braemar and rescuing 19 people aboard. Bowman Richard Lethbridge, Assistant Mechanic William Lethbridge and crew members George Symons, Rodney Terry and Freddy Woodcock were awarded the Institution’s thanks inscribed on vellum.


**BRIARDENE** [1/12/1916] (TL) – Dundee Courier, Monday, 4/12/1916:
“Falmouth, Saturday. The Dutch steamer Luna, New York for Rotterdam, arrived to-day and landed the crew of the British steamer Briardene (2700 tons, St. John, Newfoundland), which vessel was sunk at 3 p.m. on Friday.”

Briardene, 2,701 gross tons, 1,2½ miles SE by S from Bishop Rock, captured by submarine, sunk by bombs. Ref. naval-history.net

Excellent detail in SI, saying that she was torpedoed by UC-13. British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 66.

British Vessels Lost at Sea WW1, page 27.

Lloyd’s Confidential War Loss Record WW1, page 74. (See also MAT.)

**SS Briardene**, built by Scott & Co., Greenock in 1882 and owned at the time of her loss by Overseas Shipping Co. Ltd., Halifax, was a British steamer of 2701 tons. On 1/12/1916, Briardene, on a voyage from New York to London with general cargo, was scuttled by the German Submarine UB-29 (Erich Platsch), 12.5 miles SE by S of Bishop Rock. There were no casualties. Ref. wrecksite.eu

28
A letter was received this morning at the Commercial rooms here stating that the new iron-steamer **Brigand** had been lost on the Scilly Islands. This news created considerable excitement in the mercantile world, and more particularly from the fact of the **Brigand** having been built to trade between Bristol and Liverpool, calling at Wexford, in which trade she had been employed for the last two years, having left the station only a fortnight since for the purpose of proceeding from London to St. Petersburg, for which port she was intending to sail from the St. Katharine’s-dock on Thursday next.

The **Brigand** was one of the largest and most beautiful iron steamers ever built, being of 600 tons’ burthen, and 200 horse power, and was remarkable for the beauty of her workmanship, the splendid fittings of her saloon, and her extraordinary speed. She cost in building 32,000l. The rumour to which we have alluded above was unfortunately too soon confirmed by the arrival of the Cornish steamer **Herald**, Samson Hawes commander, from Hayle, bringing the crew of the unfortunate steamer, 27 in number, and confirming the statement of her total wreck on the Bishop rock, a portion of the Scilly Isles.

Upon receiving this confirmation, we immediately took steps to ascertain the particulars of this unfortunate accident, and the following statement, derived from the chief mate and one of the engineers of the **Brigand** may be relied on as correct.

It appears that the **Brigand** having taken upwards of 200 tons of coals, and a large quantity of patent fuel for her consumption on the voyage to St. Petersburg, sailed from Liverpool to London at 2 o’clock on Monday afternoon, and proceeded safely on her voyage until 5 o’clock on Wednesday morning, when they saw St. Agnes’ light, which from the refraction of light, the weather being very hazy, they conceived to be a considerable distance—they were then steaming at 12 knots an hour: suddenly the man on the lookout at the bow sang out “Breakers ahead!” which they distinctly saw, but too late, unfortunately, for the rate at which they were going was such that they could not stop her; and, although they put the helm hard to port, to endeavour to shave the rock, the vessel immediately afterwards struck most violently, and two plates of the bluff of her bow were driven in. She rebounded from the rock, but in an instant afterwards she struck again, broad side on, the force of which blow may in some measure conceive from the fact, that it actually drove a great portion of her paddle-wheel through her side into the engine room.

The vessel was built in four compartments, the plans adopted in iron ships, or she would have gone down instantly, two of her compartments now being burst, and the water rushing into them at a most fearful rate. By the two shocks four and a half plates were destroyed, and four angle-irons were gone in the engine room. The two compartments aft being, however, still water tight, she continued to float, and every exertion was used by the commander, Captain Hunt, for upwards of two hours to save her, when the crew took to the boats, and shortly afterwards went down, about seven miles from the rock, in about 45 fathoms of water. The mate attributes the loss to the strong current setting them upon the rock, and to the haze having deceived them as to the distance of the St. Agnes light. The men connected with the engineering department whom we saw give the following interesting narrative of the occurrence. They say that having left Liverpool on the Monday afternoon, everything proceeded well until a few minutes before 5 o’clock on Wednesday morning, the vessel then going at full speed, her engines making upwards of 20 revolutions in the minute, being then, as they have since learned, close of St. Agnes. They were at work below in the engine room, when suddenly they felt a tremendous shock, accompanied with a roar like a cannon, and almost instantaneously a second shock, and the water rushed in a fearful manner. They immediately ran on deck, and found that the vessel had struck a rock as before described. One of them was ordered by the captain to assist the carpenter in endeavouring to stop the leak, for which purpose he went down to the engine room, where they were still trying to work the engines, put the paddle wheel being driven in had torn the injection pipes, so they could not work, but at slow motion; the engines being kept working, the captain, as this man imagines, not thinking the leak so bad, and that they could get the better of it, or that, as the weather was so moderate, they might reach some port. On examining the leak in the engine room, they found a rent of at least five feet in length, the rivets being started, and the plate broken, through which water rushed in a truly fearful manner. They immediately procured a plank, and having fixed it against the leak by means of stays to the cylinder, they got a quantity of waste tow and grease, which they stuffed in and endeavoured to keep out the water, and partially succeeded in doing so; but the other leak in the fore hold being out of reach, rendered all their efforts ineffectual, and the water continuing to pour in soon put all the fires out, after which, there being then more than four feet of water in the engine room, they were compelled to quit it. In the mean time another portion of the crew had been ordered by the captain to go into the hold and throw the coals and parent fuel overboard, in order to lighten her, and blue lights were burnt and other signal of distress made. The men went to work steadily in the hold, getting out the coals &c., until, the water having gained very much upon them, they rushed on deck. The captain having, however, address and encouraging them, they returned to the hold and continued their exertions for about a quarter of an hour longer, when the water having risen over the hatches of the lower deck they were compelled to quit the hold.
The captain then called them all aft on the quarter deck, and, finding that no further exertion could be made to save the ship, and she was then fast sinking forward the sea at that time breaking over her bow, ordered then to make preparations for saving themselves, and the two boats belong to the Brigand (both jollyboats) were got out, and the crew 27 in number, placed in them. The captain and mate remained on the quarter deck of the unfortunate vessel until the last. The boats were completely crowded, then shoved off, without having any provisions on board, except a small quantity of bread, and in a few minutes the Brigand disappeared, sinking head foremost, about seven miles from where she stuck in deep water. The weather fortunately, was at this moment, particularly moderate, or the boats in their crowded state could not have lived in the sea, and not a soul most probably would have been left to tell the tale. Having rowed to the rock, upon which they landed, to survey the coast, they shaped their course for St. Agnes Bay, where to their inexpressible joy, they saw two boats, well manned, coming to their relief, by whom (the men in the Brigand’s boats being much exhausted from their exertions on board) they were taken in tow. Some of the hands were placed on board the other ast. The boats were completely empty and well on board the Seven Stones, without the loss of a single life. From St. Agnes [St Mary’s?] they proceeded in a pilot boat to Penzance, and the ship-wrecked crew were kindly conveyed, passage free, to Bristol in the Herald. The rocks were the Brigand was lost have proved particularly fatal; no longer than 1841 the Thames steamer was wrecked within three miles of the same spot and 70 to 80 lives lost. Various suggestion have been made by nautical men as to the cause of this wreck, some saying that the steamer ought not to have gone within many miles of the Scilly Islands; and that the weather being moderate, she was not driven there; while on the other hand, it urged, that from the haziness of the weather she was not aware that she was so near until too late, the refraction of the light deceiving them as to the distance of St. Agnes light; and the current, which is very strong there and runs for nine hours in one direction, and only three hours in the other, having set them down on the rock. Unfortunately, however, as this accident has been decidedly proved the advantage of iron vessels built in compartments., for had the leak affected only one compartment, she would undoubtedly have been saved, and even although, by the extraordinary fact of her rebounding and striking a second time, two compartments were burst, yet it is seen that she floated for more than two hours and a half, enabling the crew to save themselves, while, if she had been built of wood, she must with such injuries have gone down in less than 10 minutes, and all hands would have perished."

Lloyd’s List: 15/10/1842, No. 8923.


BRIGHOUSE [19/12/1887] (TL) – Royal Cornwall Gazette, Friday, 23/12/1887:

“The anxiety which has prevailed for some days past respecting the safety of the crew of the steamship Brighouse, of Cardiff, which was supposed to be lost with all hands, was set at rest on Tuesday afternoon, when it became known that all the crew were safe and well on board the Seven Stones lightship, near Scilly Island. This welcome intelligence was brought by the schooner Advance of Plymouth, Captain Laity, which was on her homeward voyage from Huelva to Bridgewater, with a cargo of pit wood. The Advance passed near the Seven Stones lightship on Tuesday, and observing signals flying bore up, and after considerable difficulty, owing to the heavy sea which prevailed, one of the lightship’s crew was transferred to the Advance, which then bore up for Mounts Bay, where she arrived late in the afternoon. Up to the present time only the barest of details are procurable, but it appears that the Brighouse was bound from Bordeaux to Cardiff, and on nearing the English coast encountered very thick weather. On Monday, the 12th inst., late in the afternoon, the crew at the Seven Stones lightship made out a vessel, but a dense fog prevailed, with a heavy sea, and she was speedily lost from view. About an hour later the lightship’s crew observed two boats coming towards them, and soon afterwards the occupants of them were safe on board. It was then found that the men belonged to the Brighouse, and that the steamship had struck on the Seven Stones and foundered."

Sunderland Daily Echo and Shipping Gazette, Thursday, 12/1/1888:

“The official inquiry into the loss of the Brighouse, on the Seven Stones Rocks, off Scilly in December last, resulted in a judgment that the master was in default, and his certificate was suspended for three months.”


BRINKBURN [15/12/1898] (TL) - Times: Saturday, 17/12/1898, Issue 35702:

“The steamer Brinkburn, belonging to Messrs. Harris and Dixon, of London, from Galverton for Havre, with cotton, ran ashore on the Maiden Bower Isles of Scilly, on Thursday at midnight during dense fog. The crew of 30 took to their lifeboats and landed in safety. The Brinkburn is a total wreck.”

Lloyd’s List: 23/12/1898, No. 19,125.

Excellent detail in SI & WoS pages 125-127, which includes photographs.

BRITANNIA [15/11/1753] (TL) – Lloyd’s List: Tues. 13/11/1753, No. 1871:

“The Britannia, Davis, from London for Philadelphia, was lost on the 8th inst. On the Woolpack, (St. Mary’s) and the Captain and 12 others drowned.” More detail in IOSM, page 22.
BROTHERS [17/12/1833] (DNR) – Bristol Mercury, Saturday, 28/12/1833:
“The Brothers, Mosey, from Bristol to Limerick, drove from her anchors during a squall near Scilly, 17th inst. and went on the rocks. She has since been assisted off with damage.”
Caledonian Mercury, 11/1/1834, reports she was stranded at Tresco, got to the quay on the 21st inst., and 234 tons of cargo were landed in good order.
Reported in IOSM giving the master as Mosey, and voyage from Bristol to Limerick.
BROTHERS [22/1/1868] (PTL) – Royal Cornwall Gazette, Thursday, 30/1/1868, has a lengthy and detailed report of the Brothers being caught in the tremendous gale around the 23rd & 24th January. Précis: She sailed from Cardiff on the 21st inst., with a cargo of coals for Rio Grande. The gale started and the master Warren attempted to weather the Lizard but the gale worsened to hurricane force. At 6.30 a.m. on Saturday he was not far from the Seven Stones Light-ship. The fore-gaff was carried away, and the mainsail and mizzen were split. He was lucky to eventually make Penzance. This report differs from IOSM & SI which say she foundered on the Seven Stones.

BROTHER AND SISTER [c.3/1891] (TL) - Dundee Courier. Saturday 14/3/1891, page 5: “The French vessel Brother and Sister has been lost off Scilly. Three of the crew being drowned and two saved.”

BRUNELLE [12/1869] (AD) – Gore’s Liverpool General Advertiser, Thursday, 16/12/1869: “Brunelle, from Quebec for London, was abandoned on the 7th inst., full of water, 70 miles off Scilly. Crew landed at Lowestoft on the 13th inst.”

On 27/4/1917, the British bark Burrowa, on a voyage from Bordeaux to Newport in ballast, was scuttled by the German Submarine UC-65 (Otto Steinbrinck), 60 miles west of Scilly. There were no casualties. Ref. wrecksite.eu (WoS has the name as Burrows.)

BUTESHIRE [27/3/1911] (AD) (TL) – Shields Daily Gazette, Saturday, 1/4/1911: “When the steamer Raphael reached Liverpool yesterday the captain stated that he fell in with the derelict barque Buteshire on Tuesday about 100 miles west of the Lizard, and took her in tow for about twenty-four hours. Water was then gaining rapidly, the foredeck being level with water and she would not steer and there was no prospect of getting her to port he fired the derelict vessel and withdrew his men and abandoned her.”
Dundee Courier, Friday, 5/5/1911:
“Judgment was given yesterday by the Board of Trade representatives at Glasgow as to the loss and abandonment of the Glasgow sailing ship Buteshire off Brest on March 27. The Court found that the abandonment and loss were due to the vessel springing a leak, owing probably to severe weather, or possibly through contact with submerged wreckage. Neither the captain nor any of the officers were found in default. The crew of twenty-five hands were saved by a passing steamer.”
Excellent report in SI & WoS, including a photograph, page 180-181.

BYKER [c.24/5/1843] (PTL) (RNR) - A stern plank of a large vessel (230 tons), with the name ‘Byker’, painted on it in gilt, was picked up, probably around Scilly. Unfortunately, the report in IOSM page 70 does not say where.
Evening Mail, Friday, 16/6/1843:
“Llanmadock. June, 11 – A boat with Byker, of Newcastle on the stern was picked up off the beach, apparently a long time in the water.”
As yet, no evidence found of a vessel wrecked with this name.
‘C’ Entries

**CACTUS** [11/8/1875] (TL) – London Evening Standard, Friday, 13/8/1875:
“Cactus, Italian barque, Tripoli to Cardiff, struck on some rocks off Scilly, on Wednesday night; afterwards anchored near Mincarlo, with eight feet of water in her hold. At noon yesterday the barque was under weigh working in for St. Mary’s.” Note: Another report, Hertford Mercury and Reformer, 21/8/1875: Reports the vessel Cactus was wrecked on the Western Rocks in a fog.

**CADEBY** [27/5/1915] (WL1) – 1,130 gross tons, 27/5/1915, 20 miles SW by S from Wolf Rock, captured by submarine, sunk by gunfire. Ref: naval-history.net

Excellent detail in SI.

Lloyd’s Confidential War Loss Record WW1, page 13. (See also MAT.)

**CALIPSO** [LA] [6/1803] (PTL) - Lloyd’s List: Fri. 3/6/1803, No. 4355:
“Calipso, Lascallier, and Freres, Coleninemur? from St. Domingo to Havre, are taken by the Providence Revenue Lugger, and sent to Scilly; the former is on Shore there and likely to be lost.”

**CALLIOPE** [30/10/1850] (TL) – Morning Post, Tuesday, 5/11/1850:
“Scilly, Nov. I: The Calliope, Consulapulo, from Odessa, for Falmouth, in working into St. Mary’s Sound, on Oct. 30, struck on the Bartholomew’s Ledge, was run on shore near the Woolpack Battery, and became a wreck; the cargo (wheat) is washing out, and it is feared none will be saved, as the vessel came on shore at low water.”

Lloyd’s List: Nos, 11,426, 11,429 & 11,432. Detail in IOSM & SL & Listed in WoS.

**CALLIOPE** [14/1/1865] (AD) (PTL) – Royal Cornwall Gazette, Friday, 27/1/1865:
“On Sunday, the crew of the Norwegian barque, Calliope, 381 tons, from Odessa, with maize, were landed at Falmouth by the French brig, Regina Coeli. The Calliope was left in a sinking condition on the 14th inst., in 47.40 N., and 8.40 W.” (180 miles off Scilly)

**CAMARGO** [3/11/1893] (Col) (TL) – Buckingham Advertiser, Saturday, 4/11/1893:
“The Newport steamer Camargo sank off Scilly, to-day, after collision with a French steamer. Crew were saved.” Landed at Cardiff. Brief detail in SI. Listed only in WoS. Name here, spelt Carmargo.

**CAMBRIA** [2/1/1868] (M) (RNR) – Shields Daily Gazette, Tuesday, 5/1/1868:
“The Tantivy, Downing, from Yarmouth for Leghorn, which arrived at Falmouth on Saturday, reports having had the brig Cambria, of Shoreham, from Swansea for Alexandria, in tow on the 2nd inst.; but in consequence of the violence of the weather the warps parted at about 2 o’clock yesterday morning about six miles from Scilly.”

**CAMBRIAN HILLS** [9/3/1905] (TL) – Northampton Mercury, Friday, 10/3/1905:
“The crew of the Liverpool ship, Cambrian Hills, were landed at Queenstown this morning. The vessel sank off the Scilly yesterday, the crew taking to their boats just in time.”

Dundee Evening Post, 10/3/1905 adds; “The vessel, which was bound from Iquique to Havre with nitrate, sprung a leak off Scilly. So rapidly did she fill that the crew had to abandon her without saving any of their effects.”

**CAMIOLA** [1/10/1892] (TL) – Times: Monday, 3/10/1892, Issue 33759:
“A serious disaster occurred not far from the Seven Stones lightship, between Scilly and Land’s End, early on Saturday morning, and the crew of 24 men of a large steamer were landed at Penzance late the same evening by the Trinity steamer Alert. They were the officers and crew of the fine steamer Camiola, of Newcastle, and owned by the Newcastle firm of Messrs. Chapman and Miller, of that town. The Camiola, which was 1,500 tons’ register, left Barry Docks, Cardiff, about 11 o’clock on Friday morning with 3,400 tons of coal for Malta. At about 6 o’clock on Saturday morning, when Captain Story was below and the vessel was in charge of the first officer, Mr. Davidson, a terrific shock was felt. The engines were going at full speed, and were not immediately stopped, if indeed they were stopped at all, and with every revolution of the propeller the vessel was forced on to the jagged rock which had pierced her bows. This naturally made the rent that much greater. At the time of the accident, the first officer was on the bridge, but the captain was immediately called, and took command. The ship was past saving, and all efforts were concentrated on the saving of life. The Camiola carried two lifeboats, and the order hastily given to lower them was not easily obeyed. The boats and their fastenings had never apparently been over hauled, and there was extreme difficulty in lowering them. The gear had become useless with rust; ropes and blocks refused to work, and at one time 13 or 14 men were pulling their hardest to start a rope around a block, but without success. No hatchets were to be founding the boats with which to severe the connections, and it was only after the ropes had been tediously cut through with small knives, and chains and fastenings smashed with hammers, that the boats were eventually lowered. Even then, there was danger, nearly realized more than once, of the boat capsizing when the supports were being cut away, and so pitching the whole boatload into the sea. The water had been gaining rapidly on the ship ever since the moment of the contact with the reef, and, when the engines had expended themselves, she seemed to fall back somewhat, giving the water a fuller course through the rent.”

33
Before the boats had got one hundred yards from her, she had sunk, and when the stern was gradually being lifted out of the water the boilers burst, and the coal gas in the after hold blew out the decks. A whole cloud of coal dust was seen, and the stern reared up quite perpendicularly, with the propeller in the air like a windmill. The vessel was lost to sight in a moment. The keepers on the lightship had observed the wreck and, being unable to see the boats themselves set out for a pull of two miles and a half, in the hope of rescuing those who might be in the water. They met the crew and returned to the lightship where the men, who had lost everything they possessed, were provided with such old garments as were to be found. Communication was in some way effected with Penzance, and Captain Reading, the Trinity House superintendent, immediately went to their assistance in the Trinity steamer Alert, in which they were brought to Penzance. The crew were sent to their homes yesterday.”

Lloyd’s List: 3/10/1892, No. 17,190.
CANNESBRIERE [24/10/1916] (TL) (WL1) – On 24/10/1916, the French barque Cannesbriere, on a voyage from Buenos Aires to Le Havre with 3000 tons of Quebracho wood, was scuttled with explosives by the German Submarine UB-18 (Otto Steinbrinck), 30 miles SW of Bishop Rock. Cannesbriere sank in 3 minutes after the charges exploded. UB-18 took the crew on tow until they were saved by the British patrol boats Tyne and Cymric.
Ref. wrecksite.eu (See also MAT.) Referenced in SI.
Lloyd’s Confidential War Loss Record WW1, page 65.
CARAPANAMA [c.1/1905] (TL) – Cornishman, Thursday, 12/1/1905:
“The steamer Carapanama which is believed to have been wrecked in the Irish Sea (Some reports, 20 miles N.E. of Bishop Rock) was only launched at Garston on November 10th. She was built for the Amazon trade, and was on a voyage to South America, leaving Liverpool on Sunday and putting into Holyhead the same day. It is believed the steamer had a crew of twelve hands, and it is feared that all have perished.”
Lloyd’s List: 7/1/1905. IOSM has the master as Wheelam.
HMS CARBINEER [18/5/1916] (TL) – Admiralty trawler, mineweper, Military class, Ady No 1164. One of ten trawlers, of three different types, purchased while building for a total cost of £93,800 - by order 11/12/14, four by order 14/4/15. Launched 15/2/15 Smiths Dock, 276 gross Tons, Armament: 1-3pdr. Wrecked 18.5.16 on Crebawethan Point, Scilly.
Ref. naval-history.net
Referenced in IOSM page 121, as an armed auxiliary trawler which struck the Crim Rocks.
British Vessels Lost at Sea WW1, page 14.
Good reports in SI & WoS page 58.
CARDIGAN CASTLE [10/1876] (PTL) (RNR) - Times: Saturday, 14/10/1876, Issue 28760:
“Scilly, Oct. 13 – Two head boards marked ‘Cardigan Castle’ were picked up on the Island of Tresco yesterday.”
Also reported in the Dundee Courier, 16/10/1876. No evidence of a wreck incident found.
CARL JOHANN [c.3/1867 (TL) – Waterford News, Friday, 10/5/1867: The only evidence of this wreck is in the following advertisement “Wanted, Intelligence. Of a young man named Patrick Brophy a native of Waterford or its vicinity, sole survivor of the Crew of the late Norwegian ship Carl Johann, wrecked off Scilly Island, in March last. Benjamin Moore & Sons, Ship Agents.”
CARLTON [29/5/1918] (TL) (WL1) - 5,262 gross tons, defensively-armed, 29/5/1918, 270 miles W by S from Bishop Rock, torpedoed without warning and sunk by submarine.
Ref. naval-history.net
CARNANTON [17/3/1867] (TL) – Hampshire Advertiser, Saturday, 30/3/1867:
“Four of the crew of the Carnanton, master Brabyn, of Llanelly, which was wrecked at Scilly (Samson Island) on Sunday on Sunday week have been forwarded to Penzance per steamer Little Western and taken care of by Mr. W. B. Ludlow, hon. Agent of the Shipwrecked Mariners’ Society.”
Interesting additional information in SI.
CAROLINE [7/5/1799] (TL) – Lloyd’s List: Tues. 7/5/1799, No. 3068:
“The Caroline, Ellis, from St. Michael’s to London, foundered at Scilly: Crew saved.”
CAROLINE [25/1/1803] (TL) - Lloyd’s List: Tues. 8/2/1803, No. 4323:
“The Caroline, Jennings, from Limerick to Poole, was lost at Scilly on 25th January; Cargo saved.”
CAROLINE [29/9/1848] (TL) – Norfolk News, Saturday, 21/10/1848:
“A wreck attended with fatal consequences, occurred off the Scilly Islands, on Friday week. About ten o’clock in the morning, the watch on duty on board the Seven Stones lightship, observed the schooner Caroline, Capt. Gothic, belonging to Newport, with a general cargo from Barnstaple, and bound to Barcelona, bearing down to the westward under press of sail. On rounding the rocks, she unfortunately mistook the distance, and ran upon them with great violence; and almost immediately went down. All on board except the mate met with a watery grave.”
Morning Chronicle, Friday, 13/10/1848:

“About ten o’clock on Friday morning the schooner Caroline, of Barnstaple (on her first voyage) struck on the Rollard (Pollard?) rocks, near Scilly, filled, and went down in deep water almost immediately. The master John Cothay, and his son (a boy of ten years old), a young man, son of William Millman, pilot, of Barnstaple; a boy named Sexon, and a man named Squire, of Bideford, were drowned. Frederick Davis, the mate, was picked up by a boat, after swimming for two hours and a half.”

**CAROLINE** [21/11/1868] (PTL) – Shields Daily Gazette, Tuesday, 24/11/1868:

“Scilly, Nov. 23: A heavy S. gale at Scilly on Saturday night. All wind bound rode it out except Caroline, Devantan (French), from Marennes for Rouen (salt), which drove ashore.”


**CAROLUS** [13/1/1910] (AD) – Lincolnshire Chronicle, Friday, 21/1/1910:

“The steamer Wolf of London, on Saturday brought into Kingston the shipwrecked crew of 21 hands of the Greek steamer Carolus, Piraeus, which was abandoned on January 13th about 40 miles’ southwest of Scilly Island. The vessel left Selina two days before the Wolf with 4000 tons of maize and barley. Water got into her cargo, which shifted, and when the crew abandoned her she was on her beam ends.” May be Karolus.

**CARPATHIA** [17/7/1918] (TL) (WL1) - 13,603 gross tons, defensively-armed, 17/7/1918, 170 miles W by N from Bishop Rock, torpedoed without warning and sunk by submarine, 5 lives lost.

Ref. naval-history.net. This is the Carpathia that assisted the Titanic.

**CASTILLIAN** [8/1882] (DNR) – Cornishman, Thursday, 17/8/1882, page 4:

“On Sunday morning, the 13th inst., a steamer was seen from the look-out in the Garrison, by Mr. Alfred Hicks, with signals of distress flying. Owing, however, to the density of the atmosphere it was sometime before he could make the signals out, but after a while he found that the steamer was the Castillian, Pritchard master, owned by Messrs. Leyland and Co., Liverpool, and that she was from Oporto for Liverpool, laden with iron ore, apples, onions, and wine. Boats went to her assistance, but the captain preferred waiting for the Lady of the Isles, who was aground at the time. At noon the Lady proceeded to the spot, and very soon towed her to a safe anchorage in St. Mary’s roadstead. The Castillian broke down on the morning of the 12th, when the bottom of the high pressure cylinder was blown out, shattering it badly, and breaking the piston rod.”

**CASTLEFORD** [8/6/1887] (TL) – Cornishman, Thursday, 16/6/1887:

“The SS Castleford, Capt. McLean, from Montreal for London, having on board 460 head of cattle and a general cargo, ran on shore on Crebawethan (one of the Western Islands of Scilly) on the evening of the 8th, at 7 p.m. A dense fog prevailed at the time. The Castleford was going full speed, struck hard, and remained immovable. The fore compartment was quickly full of water. Soon after striking the chief officer and the boat’s crew left the vessel to ascertain their position. The first thing they sighted was the Bishop light. Knowing their position, they tried to get back; but after long toiling, they found themselves back at the Bishop again. The wreck was now well lighted, and they were now taken on board by a French fishing boat and remained till 3 a.m. when they left and landed at St. Mary’s. The captain and crew did not leave the Castleford till daylight. All the crew are saved, but the vessel is a total wreck, and the greater part of the bullocks are drowned. Nothing of the wreck was known at St’ Mary’s till 10.30 that night, when boats from St. Agnes and Bryher had returned from the scene of the disaster. The lifeboat was at once dispatched. The Castleford left Montreal on the 26th of May. The Castleford still remains whole. About 60 head of cattle are saved and landed on Annet Island.”

Times: Friday, 10/6/1887, Issue 32095 – Wreck of the Castleford
Times: Saturday, 11/6/1887, Issue 32096 – Wreck of the Castleford
Times: Monday, 13/6/1887, Issue 32097 – Wreck of the Castleford
Times: Tuesday, 14/6/1887, Issue 32098 – Wreck of the Castleford
Times: Monday, 11/7/1887, Issue 32121 – Wreck of the Castleford
Times: Tuesday, 12/7/1887, Issue 32122 – Wreck of the Castleford
Times: Tuesday, 9/9/1887, Issue 32146 – Wreck of the Castleford

WoS page 9 and pages 56-57.

**CASTLETON** [12/7/1917] (TL) (WL1) - 2,395 gross tons, defensively armed, 12/7/1917, 60 miles SSW from Bishop Rock, captured by submarine, sunk by gun. Ref. naval-history.net

**CATHARINA MARIA** [28/10/1827] (TL) – Detail in IOSM, pages 58/59:

“On 16th November, part of the log-book belonging to the Danish galliot Catharina Maria, master Fredrickson, from Newport, was found in a broken chest washed ashore on St. Martin’s. On the 28th October she had been seen off Land’s End, and it was thought she had been lost that night on the Seven Stones.”

Listed in Lloyd’s List: 22/11/1827.

**CATHARINE** [c.21/3/1743] (TL) - Newcastle Courant, Saturday, 26/3/1743:

“They write from Chester of the 21st ult. that they have Advice there that the Catharine, Walker, from London for that Place, was blown up at Scilly, but the Crew were saved.”

35
Catherine [4/1807] (DNR) – Lloyd’s List: Tues. 28/4/1807, No. 4147:
“The Catherine, Wood, from Guernsey to the Isle of Man, is towed into Scilly, with loss of Masts.”

Catherine [7/1807] (Incident) – Royal Cornwall Gazette: 18/7/1807:
“The Catherine from Jamaica to London laden with rum, sugar etc., struck upon the Rosevear Rock, to the westward of St. Agnes. The crew were saved, as was the rum and logwood! The hull of the ship has been got off and towed into St. Mary’s Pool, but with considerable damage.”

It was later reported that a soldier in the Garrison “after drinking a large quantity of Jamaica rum, fell insensible on a guard-bed and expired.”

Catherine [1/1809] (Sal) (DNR) (Sal) – Royal Cornwall Gazette, Saturday, 28/1/1809:
“The Catherine of Bideford, Williams, from Bideford to Plymouth, was on shore at Scilly; but is got off, on paying salvage.”

Catherine [2/1820] (DNR) – Public Ledger and Daily Advertiser, Wednesday, 9/2/1820:
“The Catherine, Randall, has arrived at Scilly, from St. Michael’s with loss of sails, bulwarks, &c.”

Catherine [16/10/1820] (DNR) – Lloyd’s List: Tues. 24/10/1820, No. 5536:
“The Catherine, Campbell, from Cork to Plymouth, was on shore at Scilly 16th ult. but got off with trifling damage.”

Taunton Courier, Wednesday, 25/10/1820:
“On Monday the 16th inst., the sloop Catherine, of about 50 tons’ burden, from Cork for Plymouth, with butter, corn &c. parted her cable in St. Mary’s Pool, Scilly, and was one the point of being dashed on the rocks at Permeilin (sic), when a number of the Islanders, with their accustomed intrepidity, boarded her from several small boats; and, finding every effort to get her within the pier ineffectual. They succeeded in running her ashore on the sand near Carn Thomas; whence, however, she was heaved off in the evening. She is very leaky, and her cargo must be landed as soon as the wind moderates.”

Catherine [8/2/1854] (AD) (TL) – Morning Post, Tuesday, 14/2/1854:
“Scilly Feb. 10: Catherine schooner, of Cork, Murray, from Kinsale and Cork for London, with oats, was abandoned on the morning of the 8th of February, about 10 miles south of the island, and soon afterwards foundered – crew saved, and towed in here.”


Catherine Elizabeth [12/1816] (DNR) – Morning Post, Monday, 2/12/1816:
“The Catherine Elizabeth, Schroeder, from Bordeaux, bound for Copenhagen arrived Scilly, very leaky, and must discharge.” Also; Caledonian Mercury, Saturday, 4/11/1817:
“The Cathrina Elizabeth, Schiorgen, from Copenhagen, put into Scilly 20th inst., with four feet water in her hold, and must discharge.”

Catherine Griffiths [1/11/1875] (TL) - Times: Wednesday, 3/11/1875, Issue 28463:
“At 11 o’clock on Monday night (Nov. 1), during dense fog, the brigantine Catherine Griffiths, of Sunderland, Captain Henry Johns, from that port for Rio de Janeiro, with coals, struck on Correggan, one of the western rocks of the Scilly Islands. The captain and seven men took to the longboat, which has since been picked up, and there is no doubt that they all drowned. A seaman named John Morgan, who took a small boat, was thrown on St. Agnes Island and saved. His two companions died from exhaustion. The captain’s wife had wished to accompany her husband, but was prevailed to remain on shore, and thus escaped.”

Royal Cornwall Gazette, Saturday, 6/11/1875:
“In the thick weather of Monday night, another vessel, the Catherine Griffiths, was lost at Scilly; unhappily, with all hands except one. The wreck was first known on the islands by the coming ashore of a white boat, bottom up, on Tuesday morning, at Portreossa, St. Mary’s -name outside Catherine Griffiths -inside, Henry Johns, Master. Other light wreckage was found, and a gig went out to the westward rocks to search. The weather continuing very foggy. Eventually a poor fellow, (Morgan) who was in a sad state of exhaustion, and who turned out to be the only survivor, was discovered on some rocks. From him it was ascertained that the lost vessel was the brigantine, Catherine Griffiths, bound from Sunderland for Rio, with coal laden. She struck on a rock westward of the island called Gorreggan, at about eleven o’clock on Monday night, and immediately backed and sank. Seven men got into the longboat, which was jammed between the mizen mast and rigging. Morgan got into a small boat with two others, but they both died from exhaustion in the water-laden boat, and he had to throw the bodies overboard, as they were floating against him. He drifted ashore at nine, and crawled up the rocks to the place where he was found. The vessel was on her first voyage, and sailed last Monday. It is stated that the captain’s wife intended to sail with him, but luckily she did not. Boats were out searching for the vessel on Tuesday but could not find her, the weather continuing thick. On Wednesday the search was renewed, but no trace of the wreck could be found. In a personal narrative, Morgan, stated that about eleven o’clock on Tuesday night, when the fog was very dense, he suddenly saw a shade in the water. The helm was ported; but almost immediately the vessel struck on a high ledge, ten feet higher than the deck; carrying away the bowsprit and jib boom. The vessel fell of and the damage was thought to be trivial; but soon after it was seen that the vessel was sinking. They had no idea where they were.”
He thinks that if the boats were got out immediately, all would have been saved; but the captain stuck to the craft hoping to save her. She sank very fast, and the small boat, which was in the longboat, was taken out and pitched overboard bottom upwards; but then the long boat became jammed between the rigging and the mast. The boatswain and boy jumped overboard and got to the keel of the small boat. He (Morgan otherwise Carstulovich), waited until the last minute, when he jumped overboard, and joined them. Almost immediately the boat and the ship sank with the seven hands on board; all disappeared at once, longboat and all; and no sound whatever was heard. The boy soon began to get week, and moaned in his despair, but he helped to get the boat righted, and got in her. The poor lad, however, fell away on the gunwhale, upset the boat and was drowned. They righted the boat, and in about two hours the boatswain fell away and died. The boat was again capsized and it took half an hour to right her. Morgan got very cold and cramped, and despaired of escaping the fate of his companions. At length he found himself in breakers, and saw land near. The sea swept over him and he was at last thrown on some rocks; got out the boat, held on by almost supernatural effort, got ashore and was saved; after being nine hours in the water. He came ashore at St. Agnes and was seen by a girl, who told her father, William Hicks, and the poor fellow received prompt and kind attention.


CATHARINE O'FLANAGHAN [14/2/1838] (PTL) – Belfast Commercial Chronicle, Monday, 26/2/1828:

"Catherine O'Flanagan, Phillips, to Wales was driven on the rocks of Scilly, on the 14th inst. "One of four vessels lost during this great storm." Currently not clear whether this vessel was a total loss. See also Lloyd's List: 19/2/1838, No. 7476: Reported also as Kitty O'Flanagan.

CATO [11/1844] (AD) (PTL) – Greenock Advertiser, Friday, 22/11/1844:

“The Cato of Plymouth, Benson, from Quebec for Newport, was abandoned 600 miles west of Scilly, waterlogged; crew saved.”

CATTARO [26/6/1917] (TL) (WL1) - 2,908 gross tons, defensively armed, 26/6/1917, 130 miles W.S.W. from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

CAUCASIAN [1/7/1915] (TL) (WL1) – Cornishman, Thursday, 8/7/1915:

“The Caucassian, an oil tank steamer of 4,650 tons gross. Was owned by the London Petroleum Co. Ltd., and was built in 1899. She was bound from London for Port Arthur, Texas, USA. Soon after 6 o'clock on Thursday morning, when about thirty miles southwest of Scilly, she encountered a submarine. The latter started firing immediately she got within range, with the intention of compelling the captain to stop. This the latter did not feel inclined to do, and endeavoured to the utmost of his ability to get away. In all seventeen shots were fired at the steamer; her funnel was smashed, and other damage was done, but it was not until the wheel was shot away from the gallant captain's hand that he ordered the engines to be stopped. The crew got into the boats; it was then that another side of the captain's nature was displayed. Whilst waiting for the captain who was evidently the last to leave his vessel the crew noticed a little dog scratching at the side of the steamer. As many of them had only recently joined the vessel, they were not aware that there was a dog on board, and from the position which the boat was in they could not get to save it. When the captain had got on board the boat, they mentioned to him what they had seen, and then, when they had pulled clear of the steamer, they observed the little dog swimming towards the submarine. They immediately pulled for it, but those on board the submarine waved them back. The captain, however, said he was going to have his little dog, anyhow, and doffing his coat and slippers, plunged into the sea, which was quite rough at the time, and swam for his dog. Evidently those on board the submarine had not noticed the animal before, as one of the officers on the conning tower, was observed to touch the commander and point to what was happening. The commander of the submarine then shouted; He save de little dog eh. And the crew replied; Yes. Very goot, was the approving remark of the German pirate. *

Having secured his little pet, the captain returned to the ship's boat, which was then ordered alongside by the submarine, whose officers required her name, registration, tonnage, cargo etc.? The skipper (according to our information) was somewhat disappointed, as he imagined he was ordered alongside in order to be supplied with a dry suit of clothing, which, however, was not forthcoming! The boats having got clear of the steamer, the submarine began firing shots into her with the view of sinking her, but this did not prove easy of accomplishment. Two shots were put into her forward and two astern, without making any appreciable difference. A shot was then put into the engine room and she began to take a bad list. Before she disappeared beneath the waves, however, the smoke of another steamer was descried on the western horizon, and the submarine made off at full-speed in the direction in which it was seen."

*Most newspapers during this period were referring to these submarines as 'Pirates'.

Sunk by U-39. WoS page 187. Also in the Times: 3/7/1915, Issue 40897. Note: The crew were about to be rescued by the 4,331 ton Inglemoor, unfortunately the submarine reappeared. See Inglemoor.

CAURINUS [1859] (AD) (PTL) - Reported in IOSM, page 49. Master Tabo, of Padstow, struck the Wolf Rock whilst bound for Sidmouth with slates. She was abandoned in a sinking condition.
CAVALIER [13/12/1891] (PTL) - Shields Daily Gazette, Tuesday, 22/12/1891:
“The steamer Indian Prince has arrived at Rotterdam, and reports that on the 13th ult. she passed an English steamer, abandoned, 16 miles west, southwest from the Bishop Rock, Scilly. She had a heavy list to starboard, her cargo no doubt having shifted. The Indian Prince steamed partly round her, but could see no person on board, and as three of the boats had gone, it was concluded that the crew had left in the boats. It was impossible to make out her name, as the seas were breaking right over her. The steamer was schooner-rigged, hull painted lead colour, funnel black, with white band about twelve inches deep, and about three feet from funnel top. She was lying right in the track of vessels entering the channel. The owner of the SS Cavalier, is still without any word of that vessel, and he states the description of the steamer seen of the Bishop’s Rock, Scilly, tallies with the description of the Cavalier in all respects.”

Dundee Courier, Wednesday, 6/1/1892: “It has now been placed beyond doubt that the steamer which foundered off the Scilly Islands about a month ago was the Cavalier, of Newcastle. Five bodies were washed ashore at Hayle, Cornwall, yesterday morning, and four of them have been identified as those of officers and men of the Cavalier. The Cavalier was a steamer of 1,833 gross tons, built at Sunderland in 1878, and owned by Mr. W. Forster.” Little more information in SI & WoS page 177.

CAVOY LARGO [23/5/1911] (PTL) – Manchester Courier & Lancashire General Advertiser, 9/6/1911: “Lloyd’s report that advices from Rocheford state that the barque Mashona, from Australia, reports having picked up on the 23rd May, 200 miles’ south-west of Scilly, a boat belonging to the overdue British steamer Cayo Cargo (sic), which left Swansea on the 16th of April for Tampico.”

Cornishman, Thursday, 25/5/1911: “A Lloyd’s Scilly message received from HMS Cumberland says she picked up an empty lifeboat belonging to the Cayo Largo, a British steamer. The Cayo Largo left Swansea on April 16 for Tampico.” Also; Western Daily Press, 15/6/1911, page 3.

CECILIA (Other reports are found with Sicilia and Celastra) [17/11/1824] (TL).
Times: Tuesday, 23/11/1824, Issues 12505 & 12507: “Scilly, November 18. – On the 17th ult., an alarm* was made of a wreck on the Westward Rocks; all the boats of the different islands were manned and went to the rocks, where they found floating in different directions, a mast of a large size, about 22 inches in diameter, some sails, and rigging, supposed to be a vessel about 500 tons' burthen, and by all appearance to be a Dutch ship from the East or West Indies, as some grains of coffee and cotton were seen in parts of the wreck. One of the sails is marked "M.T." and on part of the stern is ‘Amsterdam’ and of the cargo is yet discovered. It is supposed she struck on the Gilstone Rock. These are all the particulars that can be collected at present.”

There is further information in the Truro West Briton 26/11/1824 & 10/12/1824 and the Royal Cornwall Gazette 04/12/1824. Wreck appears to be the Cecilia, wrecked near Rosevear Island. The Times - Tuesday, 25/11/1824. Issue 12507, page 2: “The ship foundered in the Atlantic Ocean off the Isles of Scilly in mid-November.”

Saunders’s News-Letter, Friday, 26/11/1824: “Reports that an East Indiaman with all the crew had been lost off Scilly were probably erroneous, as letters from the agent to Lloyd’s at Scilly, state only the loss of a large Swedish ship, the Celastra, from Stockholm, and which being a large vessel, between 600 and 700 tons, might have been mistaken for an East Indiaman.”

Later report – Bury and Norwich Post – Wednesday, 24/11/1824: “The most severe loss, however, is that of the Sicilia Swedish East Indiaman, on the Scilly Islands. Her cargo was composed of indigo, and therefore very valuable, and it is said that she was insured at Lloyd’s only to the amount of more than 100,000l.”

Lloyd’s List: Tues. 23/11/1824, No. 5962: Very well documented, similar data to above.

*- Lloyd’s List: “A Flag was descried at the Light House at St. Agnes, being a signal for a Vessel lost amongst the Western Rocks.”

CEDERIC [5/10/1916] (TL) (WL1) - On 5/10/1916, Cederic, on a voyage from Bordeaux to Barry with a cargo of pit props, was stopped and torpedoed by the German Submarine UB-38 (Erwin Waßner), 18 miles S1/2W of Wolf Rock. There were no casualties. Ref. wrecksite.eu

CELLA [2/1/1864] (TL) – Caledonian Mercury, Monday, 18/1/1864: “Liverpool, Jan. 12. – The Cella, which foundered near Scilly 2d Jan., was of and for Penzance, from Cardiff, [not as before reported, with coal], Rowe, master.”


The Royal Cornwall Gazette, 1/12/1843, has the captain as Jones and the sunken rocks as the Nundeeps. The eight-man crew saved themselves in their boat and got to Bryher, resulting in the island being put under quarantine for fear the crew may have cholera! WoS page 64-65.
A brig, of about 50 tons, laden with potatoes, from Jersey to Newfoundland, was towed into Scilly 26th ult. by some pilot boats, having been found at sea without any person on board; supposed to have been plundered by an American privateer. Morning Post, 3/10/1814, reported it at 80 to the ns with all the nd found andandy thngs of Maritime Lloyd's List:

Note: Other reports suggest feared that the crew after abandoning the ship were carried to sea by the tide, but they have since that it was the French brigantine 


“The Chard of Bridgewater, from Port Madoc for Southampton, lost mainmast off Mount’s Bay, through eyes of chain plates giving way. The mast went over the side, wind being easterly; the vessel drifted near Ushant, when the crew abandoned her on Thursday, and got on board the Norwegian barque Teteus, and were transferred to the Atlantic cutter, and landed at Scilly.”

Also Glasgow Herald, 3/5/1880 which adds that when the Charld, a vessel called a 'Dandy', was abandoned on the 28th, she had part of the deck torn up, and was making a little water.

CHARLES [5/2/1853] (AD) – Belfast Mercury, Friday, 25/2/1853:

“Liverpool, Feb: The Charles, from Cardiff for San Francisco, was abandoned on the 5th inst., about 20 miles N.N.W. of Scilly, with nine feet of water in her hold. Crew taken off by the Hemisphere, arrived this morning from New Orleans.”

Brief mention in SI & WoS.

CHARLES TOWN [22/4/1765] (TL) – Lloyd’s List: Tues. 7/5/1765, No. 3059:

“A Snow from S. Carolina for London, mention’d in the List of the 30th of April as being stranded (lost) at Scilly, proves to be the Charles Town, Mills, out of which 150 Barrels of Rice are saved.”

CHAROLLE [25/12/1848] (TL) – Greenock Advertiser, Friday, 5/1/1849:

“St. Mary’s, Scilly, Dec. 26: The Swedish brig Charlotte, Stranwitz, of Stockholm, from Gothenburgh for Monte Video, was totally lost on the Island of Melledgan, yesterday, 25th inst., at 4 a.m., when the master, chief mate, two men, a one passenger, were drowned; the remainder of the crew 10 in number, were observed from St. Agnes, at daybreak, on the uninhabited island of Melledgan, with a flag flying, and where they had erected a tent. They left Gothenburgh on the 19th inst., and made St. Agnes Light about 2 a.m. yesterday, but could not weather away the rocks, the wind having veered from S.E. to S.W. blowing a gale.”

Lloyd’s List: 29/12/1848, No. 10,852.

Royal Cornwall Gazette, 29/12/1848. West Briton 29/12/1848. Detail in SI & WoS page 92.

CHARLES EUGENE [c.7/1874] (TL) - Times: Tuesday, 28/7/1874, Issue 28066:

“The Wreck assumed to be of the Charles Eugene from a box of paints found at the scene. The crew were heard in the ship’s boats but nobody has since been found.”

Also; West Briton and Cornwall Advertiser, Thursday, 23/7/1874:

“On Monday, the 13th inst., a ship foundered near the Seven Stones, between the Land’s End and the Islands of Scilly. The weather was fine. At three o’clock in the morning two boats, with the crew, passed the light-vessel, without, apparently, noticing her. The crew were heard to speak in a foreign language. At eight a.m. a dog on a hatch came near the light-vessel, and was taken on board, as were also some light articles. The vessel is supposed to be the Charles Eugène, of Havre.”

CHARLES FRANCES of Scilly [11/12/1900] (PTL) – Cornishman, Thursday, 20/12/1900:

“Plymouth; Dec. 11. - Ketch Charles Francis, Mumford, from Plymouth for Scilly, put back with part cargo of lime on fire. Later; Ketch Charles Francis assisted to Deadman’s Bay, Cattewater, by two tugs and scutted. Deck cargo of sails, deck fittings, &c. placed on board tug. Dec. 12. The ketch Charles Francis dries out at low water. The vessel is straining heavily and the water runs out of the butts on either side. Her mast has fallen over and the decks is partially burned.”

CHARLOTTE DUNBAR [17/1/1881] (TL) – The Star, Tuesday, 18/1/1881:

“The French schooner Charlotte Dunbar has been totally wrecked at St. Agnes, Scilly. No tidings of the crew.”

Royal Cornwall Gazette, Friday, 21/1/1881:

“All Monday night it blew a strong gale from the east south west, with thick storms. On Tuesday morning a brigantine was seen ashore on Burnt Island, St. Agnes, Scilly. A boats crew went to her, and found that it was the French brigantine Charlotte Dunbar, of L’Orient, 82 tons’ register, coal laden. It was feared that the crew after abandoning the ship were carried to sea by the tide, but they have since reached land in safety.”

Note: Other reports suggest they were drowned, including the Captain.

Lloyd’s List: 19/1/1881, No. 20,820. See SI & WoS page 77.

CHARMING MOLLY [19/11/1780] (TL) - Bryher, Stoneship Porth, Bryher. See a report by Islands Maritime Archaeology Group in Section 8, Part 2.
“Penzance, Aug. 27. – The Lord Wellington, Scilly packet, whose fate was doubtful yesterday, has reached Scilly; but the other packet, the Cherub, got on shore on one side of the islands, on Friday night; the damage not known. No lives lost.”

Also; Lloyd’s List: Fri. 1/9/1826, No. 6147:

“Scilly, 29th Aug. - The Cherub (Penzance & Scilly Packet) in working into St. Mary’s Poole, 25th ult. missed stays and ran on the Rocks; she was got off the following evening with considerable damage, and brought into St. Mary’s Pier.”

CHERUB [3/1831] (DNR) – Royal Cornwall Gazette, Saturday, 12/3/1831:

“On the evening of the 28th ult. the Scilly packet, Cherub, on entering St. Mary’s Pool, got too near Rat Island, and the chain of her anchor having broke, drove on the rocks, where she continued till next morning, when she was brought alongside the quay. The vessel is much damaged, but the passengers were landed in safety.”

CHERUB of Scilly [29/10/1837] (TL) (LV) – Belfast Commercial Chronicle, Monday, 29/1/1838:

“Ramsgate, Jan. 17: Upwards of fifty casks of wine have been picked up near the Goodwin Sands, and brought in here, supposed to be part of the cargo of the schooner Cherub, of Scilly, wrecked on the night of the 29th Oct. last.”

CHIEFTAIN [c. 12/1823] (TL) - The ship foundered in the Atlantic Ocean off the Isles of Scilly in mid-December.

The Morning Chronicle Issue 17061, 24/12/1823, & Lloyd’s List: Tuesday, 23/12/1823, No. 5866:

“Scilly, 16th Dec. On the 14 & 15 ult., three or four pieces of Fir bulk timber were found near these Islands, & brought on shore here; they do not appear to be long in the water - About a fortnight since a Boat about 14 feet keel, copper fastened, marked on the outside of the stern ‘Chieftain of London’ and on the inside ‘Patterson’ was brought in here by a Boat belonging to the Islands - Some pieces of wreck, bulwarks black outside and green in, some stanchions, and a piece of a Boat, without any name on them, have also been picked up.”

Some detail in IOSM which notes there is a Chieftain figurehead in the Valhalla Collection at Tresco, problem is, which Chieftain?

CHIEFTAIN [1856] (PTL) – Reference can be found in IOSM page 76. There is a bust of a man in full Highland chieftain dress in the Valhalla Collection. See comment above.

CHISWICK [5/2/1891] (TL) - Times: Monday, 9/2/1891, Issue 33243:

“The Trinity Corporation Steamer Alert arrived at Penzance yesterday afternoon with news of a calamity which occurred off Scilly early on Thursday morning, by which 11 out of 19 of the crew of the steamship Chiswick, of London, lost their lives, and the vessel and her cargo were entirely lost. It seems that the Chiswick, a steamer of 796 tons’ net and 1,261 gross register, was proceeding from Cardiff to St. Nazaire with a cargo of coals. She left Cardiff between 11 and 12 o’clock on Tuesday and anchored in Burry Roads, and about 12 hours later, with a crew of 19 on board, started down the coast, with a fair wind and a light sea, and the Godrevy lighthouse was sighted in the early hour of the following morning. At 4 o’clock the watch was changed, and at that time, according to one of the crew who went below, the weather was clear. There was no heavy sea nor was there a high wind, though it was very dark. The vessels course was kept south, south west and everything went well until about 5 o’clock, when she suddenly struck a reef of rocks, which subsequently proved to be one of the Seven Stones, a dangerous reef about six or seven miles off Scilly. The shock was a severe one, and awoke all those who had gone below. There was immediately scene of the greatest excitement. The captain rushed on deck and took charge. The men were running from one end of the ship to the other and directed their attention to the lifeboats, notwithstanding the fact that the captain continued to shout “She’s all right”. He ordered the vessel to be sounded, and it was found that she had 51½ ft. of water in the hold. The captain still, however, believed that the damage was not very serious, and hesitated to give the order for the boats to be manned, when suddenly she settled down and sank immediately. This was within a quarter of an hour of the time she struck. None of the boats had been cut adrift, nor would they have been but for the prompt action of one of the crew, who, as the vessel was sinking, seized an axe and cut away the falls to the lifeboat, thus releasing it from its position. Fortunately for some of the crew they had, when the ship struck, put on cork jackets, and so it is believed that every one rose above the water again. But now the importance of casting adrift the lifeboat was seen, for when they rose to the surface it was the only visible thing with the exception of the heterogeneous article of wreckage; and to the lifeboat eight of the crew managed to cling. The boat, however, had turned over, and all their efforts could not restore it to its proper position, and they were therefore obliged to climb on the boat and cling to the keel. Those few who reached the boat did not know for how long the boat would bear so heavy a cargo. They could not render no help whatsoever to their comrades, and were thus obliged to look on and watch them sink one by one from sheer exhaustion. They could also see the lightship about three miles distant, but had no means of attracting the attention of the men on board until daylight, when one of them fastened a scarf which he had around his neck to a broken oar, and this was used as a signal of distress.
The lifeboat appeared frequently in danger, and it was only by careful handling with a couple of oars which had been picked up the men were able to keep her off the breakers. The scanty clothes which they wore were wet though, and in these they were obliged to remain for seven hours, having had nothing to eat since the previous evening, and being nearly exhausted with cold and exposure. At about 11 o’clock the keepers of the lightship discovered the signal, and four men put off in a boat to the rescue. They were all picked up by the lightship boat shortly before 12, and were conveyed back to the lightship, where they were treated with every kindness by the keepers. Signals were at once hoisted from the lightship with object of calling attention from the mainland, but the weather was too hazy, and no notification of the fact was received by the Trinity authorities at Penzance until late on Saturday night, and yesterday morning the Alert was sent out. The crew were landed at Penzance in the afternoon and sent on to their homes by the agent of the shipwrecked Mariner’s Society. The survivors are unable to furnish a complete list of names of the crew, but as far as can be obtained, they are as follows:

Captain, William Hughes, an Irishman from Cork; Mr. Smith, first officer (address unknown); Mr. Gilliody, second engineer (believed to belong to Cardiff); John Frost, fireman, a coloured man, of Cape de Verdes; Charles Vandereld, able seaman, Antwerp; Philip Morser, able seaman, of Rotterdam; The steward (name unknown, but believed to belong to Bristol); the engineer’s boy (a foreigner); the donkey man, who was shipped from Cardiff. Those saved are: Samuel Strong, second mate, London; William Davies, engineer, London; Thomas Hole, seaman, Exmouth; Frederick Bayers, seaman, Antwerp: Van Waeslerghi, seaman Antwerp; Joseph Bogerto, fireman, Antwerp; Alfred Alexander, fireman, Cardiff; the cook is detained in hospital, is named William Martin Dale, and is a foreigner.”

West Briton 9/2/1891.

The Alert was only 30 miles (50 km) west of the Isles of Scilly. She was set afire and sunk.

Good reports in SI & WoS, page 169. Scilly Now & Then No. 60 page 19.

CHRISTIAN [17/1/1780] (DNR) – New Lloyd’s List: Tues. 25/1/1780, No. 1131:
“The Christian, Bleeker, from Liverpool to Ostend, came to an Anchor at Scilly, in a violent Gale of Wind, where she struck so hard, as obliged the Captain to cut his Cabl’s, and run for a safe Harbour; but finding his Ship so much damaged, as rendered him incapable of proceeding, was under the Necessity of unloading her Cargo.”

CHRISTIAN [5/12/1814] (TL) – Lloyd’s List: - Dec. 27. 1814:
“The ship was captured by the privateer Lawrence (United States) in the Atlantic Ocean 9 leagues (27 nautical miles (50 km)) west of the Isles of Scilly. She was set afire and sunk. Christian was on a voyage from Faro, Portugal to London.”

Also; Caledonian Mercury Issue 14518, 31/12/1814.


The Cita was on a voyage from Faro, Portugal to London.

CITÉ DE VERDUN [22/3/1925] (TL) – Cornishman, Wednesday, 25/3/1925:
“The French steam trawler City of Verdun went ashore on Rosevear a small islet, lying one and a half miles south-east of the Bishop Lighthouse on Sunday morning at 2 o’clock. Snow and hail storms obscured the Bishop light. Flare lights were seen by the Board of Trade watchers at St. Mary’s, who telephoned to St. Agnes, the nearest island to the wreck, but the men there thought the flares were a boat on the fishing ground.

At 8.30 St. Agnes people saw the wreck and Mr. Osbert Hicks, an old Trinity pilot, got out his 70-year-old gig, and found thirty men and one boy on the rocks with a fire. The St. Agnes men got them aboard and were met by the lifeboat, which landed them at St. Mary’s. The French vessel was making for France with 60,000 mackerel, and will be a total wreck.”

Western Morning News, Wednesday, 9/3/1927:
“Commander Hargreaves, R.N., district inspector of Coastguards, Penzance, visited the Isles of Scilly and on the public square presented bronzes and certificates to six men for services to the French Trawler, which was wrecked on the one of the Western Islands a year ago. The men were of St. Agnes – Messrs. Wm. Geo. Mortimer, Jack Hicks, Grenfell Legg, Charles and Arthur Treenery, and John Scott. The latter is now in New Zealand.”

Lloyd’s List: 24/3/1925, No. 34,512.

“Lloyd’s agent at Penzance yesterday telegraphed as follows: City of Bremen, of Dublin, sank 20 miles off Wolf Lighthouse at six o’clock this morning. Captain and twelve men brought here by brigantine Fanny, of Liverpool. Four of the crew were drowned.”
**The City of Edinburgh**, Godby, from St. John N.B. to London, parted from her anchors at Scilly on the 16th ult., and ran on shore on the Point of Crow Bar, & filled with water. Sails and Stores landed.

Lloyd’s List: Tues. 24/10/1820, No. 5536: “The City of Edinburgh, Godby, from St. John N.B. to London, which was stranded at Scilly in October, was got off on the 10th ult., and was to proceed to Falmouth in Company with two Pilot Boats.”

Caledonian Mercury Issue 15543. 16/4/1821: “The ship was driven ashore in the Isles of Scilly. She was on a voyage from St. John, New Brunswick, British North America to London. She was re-floated on 10 April 1821 and taken in to Falmouth, Cornwall.”

Listed in WoS & Some detail in IOSM & SI

**CITY OF EDINBURGH** [9/11/1841] (PTL) – Bell’s Weekly Messenger, Saturday, 20/11/1841: “The City of Edinburgh, from Quebec to London, water-logged, was fallen in with, 9th inst., about 60 miles to the westward of Scilly and the crew taken off, by the Charles arrived Beaumaris.”

**CLAIRTH** [24/1/1939] (AD) (PTL) – Cornishman, Thursday, 26/1/1939: “The British steamer Hertford on Tuesday sent out a message stating that the schooner Clairth, of Driault, is on fire and has been abandoned about 120 miles from Scilly.”

**CLAN DAVIDSON** [24/6/1917] (TL) (WL1) - 6,486 gross tons, defensively armed, 24/6/1917, 130 miles S.W. by W ¼ W from the Scilly Isles, torpedoed without warning and sunk by submarine, 12 lives lost. Ref. naval-history.net

**CLARA** [8/5/1818] (Plundered) – Bell’s Weekly Messenger, Sunday, 24/5/1818: “The Clara, from Baltimore to Bremen, arrived off Scilly, 8th inst.; she was plundered on the passage of considerable property by a Spanish pirate, which also robbed the sailors of their clothes.”

**CLARENDOON** [27/2/1809] (Sal) – Royal Cornwall Gazette, 4/2/1809: “Scilly, Feb. 1st – On the night of the 27th inst. the ship Clarendon, Hine master, from Prince Edward Island, with timber to London, about ten o’clock came in amongst the westward rocks. – The captain finding the breakers all around him, came to anchor, and fire guns of distress – The pilots from St. Agnes went off, cut the cable, and brought her into St. Mary’s Road, and were awarded 200l, pilotage.”

**Saga of the Clarendon**, Public Ledger and Daily Advertiser, Thursday, 9/2/1809: “The watchful hand of Providence, we believe, was never more clearly perceived than in what happened here in the night of the 27th inst. The ship Clarendon, Captain Haynes, of 421 tons, laden with ship-timber and spars, sailed on the 1st inst. from Prince Edward Island, near the River St. Lawrence, bound for London. She altered her course, steering E. S. E. a direct course up Channel, thinking to fall in with the Lizard. At six o’clock, the look-out man cried ‘Breakers, close to windward, on the starboard-bow;’ shortly after, ‘Breakers a-head.’ The ship was then wore immediately, and in a very short time after, other breakers were seen. It then blew very fresh, and the weather very thick. The ship was tacked nearly every quarter of an hour to avoid the rocks, from six to ten at night; at which time, finding the ship surrounded by the breakers, an order was given to let go the anchor; she brought up in 20 fathoms water. The sails were furled, and the haze clearing a little, they saw St. Agnes Light-house, which the Captain knew by its being a revolving light (supposed to be one of the best in Europe), about a mile and a half distant; signal guns were now fired, and a lanthorn placed in the shrouds, as a signal for pilots, and before eleven o’clock three boats were alongside the ship. The Captain was then informed, the rocks he first passed over were the Bishop and Clerks, Gillstone, &c. where Sir Cloudesley Shovel was lost, in the Association, of 100 guns, October 22, 1707, at night. The haze clearing away, the moon shone out, and they found the ship had anchored, surrounded by rocks, and close by a ledge of sunken rocks, not half a mile from either. The Captain having consulted with the Pilot, the latter was of the opinion it was impossible to weigh the anchor, and in which the Captain concurring, orders were given to cut the cable, and the ship got under-weigh, and was conducted between the Gunner and Old Wreck, and by one o’clock in the morning, she was at anchor in St. Mary’s Roads. So close was she to the rocks, that had she missed stays, she must inevitably have been a wreck, and it is more than probable all on board would have perished.”

Mentioned in IOSM, but apparently not a total wreck.

**CLEMANTHE** [10/1/1870] (AD) (PTL) - Shields Daily Gazette, Monday, 17/1/1870: “The Danish schooner Louisa Caroline, of Thisted, Gylstorff, from Leghorn for Hamburg, put into Portland Roads on Friday, and landed the master and crew (eight in number) of the brig Clemanthe, Colliver, of Bideford, from West Coast of Africa for London (nuts), which vessel was abandoned in a sinking state 100 miles S.W. of Scilly, on the 10th inst.”
CLERMONT (LE) [2/1782] (TL) – Cumberland Pacquet, and Ware’s Whitehaven Advertiser, Tuesday, 26/2/1782:
“A letter from St. Mary’s, Scilly, received yesterday, brings advice, that a French frigate called Le Clermont, was driven on the rocks in a gale of wind, and soon after went to pieces; most of the crew climbed up the rock, and waited there until the wind abated, and then some boats took them in, and carried them on shore; many of them are very sickly. She was bound from Martinico to Bourdeaux, but had been a long time on her passage."

CLYDEVALE [15/9/1858] (DNR) – Greenock Telegraph and Clyde Shipping Gazette, Saturday, 2/10/1858: “Scilly, St. Mary’s, September 24: The Clydevale, Hesketh, from Clyde for London, which got on the Black Rock Ledges, has discharged part of her cargo, and is repairing damages.”

A 40-ton iron smack. Cargo; iron castings. [Greenock Advertiser]
Also; (Cornish) West Briton 24/9/1858:
“On Wednesday, the 15th instant, the iron smack “Clydevale,” Hesketh, from Glasgow for London, with iron castings, whilst standing in to leeward of St. Martin’s (one of the group of Scilly Islands) ran on a reef of rocks, but was got off with the assistance of boatsmen, and brought into Old Grimsby harbour. She stowe in her bow and would have sunk but for a nearly watertight compartment. She is now discharging her cargo in the sand, in order to get at the damage.”

CLYTHA [16/2/1894 (Col) (TL) – York Herald, Tuesday, 20/2/1894:
“A Cardiff correspondent telegraphs that a collision attended by a serious loss of life, occurred off Scilly on Saturday between the Cardiff steamer Clytha, which left the East Bute Docks that morning with coal for Southampton, and the steamer Cadoxton, also coal laden, for Genoa, lying at anchor. The Clytha received such severe damage that she foundered in three minutes, and seven of her sixteen hands were drowned, the names of those lost being W. J. Babbidge, steward; Peterson, boatswain; J. Hampson, chief engineer; W. Roberts, second engineer; T. Thomas, donkeyman; Vithatris, fireman; George Burford, mess-room steward. The Cadoxton also sustained considerable damage, but managed to return to Roath Dock, where she will be unloaded and surveyed.”

COBER [21/8/1915] (TL) (WL1) – Dundee Courier, Monday, 23/8/1915:
“The London steamer Cober has been sunk. The crew landed. The Cober was a steel screw steamer of 3060 tons, and was built in 1904 by W. Gray & Co., Ltd., West Hartlepool. She was owned by the London and Northern S.S. Co., Ltd.” Note: She was torpedoed and sunk by U-38.
Also; Cober, 3,060 gross tons, 21/8/1915, 45 miles SSW from Isles of Scilly, captured by submarine, sunk by torpedo. Ref. naval-history.net


COLA SS [8/1898] (TL) – Royal Cornwall Gazette, Thursday, 25/8/1898:
“The SS Cola, of Sunderland, 1,200 tons’ register, from Galveston, South America, to a Continental port, with a cargo of grain and oil cake, struck in Broadsound at the Scilly Isles on Saturday afternoon at about 4 o’clock, and sank in very deep water seven minutes afterwards. The captain and crew, twenty-seven all told, were only able to launch the large boat and board her in the clothes in which they were dressed. Soon after the vessel sank the fog lifted a little, and those in the boat burnt blue lights. These were seen by some of the fishermen on St. Martin’s Island, who promptly launched their boat and went to the crew’s assistance. It is feared that both the steamer and her cargo will be a total loss.”

COLOSSUS HMS [10/12/1798] (TL) - Lloyd's List: Tues. 18/12/1798, No. 3047:
“The Colossus Man of war, of 74 Guns, from Lisbon, parted her Cables at St. Mary’s, Scilly, the 10th inst., drove on the Rocks, and is lost. All the People saved.”
Times: Wednesday, 19/12/1798, Issue 4361:
"It is with great concern we learn the loss of his Majesty’s ship Colossus, of 74 guns, Capt. George Murray, in St. Mary’s Roads, Scilly, on Monday the 10th ultimo. All the brave crew were saved except one Quarter Master, who fell overboard in heaving the lead. The particulars are given in our Ship News. The Colossus was one of the ships which shared in the glorious victory off Abourir." 
Dodsley’s Annual Register, Vol. XL, page 102.

Belfast News-Letter, Tuesday, 12/11/1833:
“It is now 35 years since HMS Colossus was wrecked in St. Mary’s Roads, Scilly. A few weeks ago since two young men, with diving apparatus of a new construction, succeeded in bringing up several pieces of cannon, &c. from the wreck. The following extraordinary fact merits investigation: one of the guns exploded on being struck with a hammer, while lying near St. Mary’s Quay, and the wadding, &c. fell on Rat Island. Master-gunner Ross was severely injured in the leg by the accident."
Near Samson in two distinct sites. Stern; N49-55-472; W006-20-482.
Morris Site 1; N49-55-409; W006-20-596.

Article in Scilly ‘Up to Date’ 114, Page 19, 1998 by Humphrey Wakefield.
Site 2 - Book by T Stevens who discovered this second site. ISBN 987 0 9553430 1 8 (2007)
The Portuguese steamer Comesi, from Cardiff for Oporto with coals, ran ashore on the eastern island, Scilly, and is now full of water. The crew were saved.

Also; A large ship very deep laden, was seen to founder last Thursday, off Scilly, and is imagined all the crew perished.

The Comet, Pickmore, from St. Lucia to Liverpool, abandoned at Sea by her Crew, is brought into Scilly.

The Commerce, Rands, from Gibraltar to London, has been on shore at Scilly, and must discharge to repair.

Also; Lloyd’s List: 28/11/1809. Reported in IOSM.

The Commerce, King, from Cork to Southampton, was abandoned, on Sunday last, by the crew near Scilly, but was picked up by some Scilly boats, full of water, and carried into Penzance.

Royal Cornwall Gazette, 22/5/1813: Reports that the late master was William King, that the vessel was laden with wheat and barley and was picked up 10 leages from Scilly.

The Commodore, Rands, from Gibraltar to London, struck on a ledge of rocks at the entrance of St. Helen’s Pool into the Islands yesterday, and received so much damage that she must discharge to repair.

The Commodore, from Dartmouth to Gibraltar, was abandoned on the 11th inst., having lost her mainmast, &c. and being very leaky. IOSM, page 61 reports she was towed in by the Marlborough. Detail in SI. See Royal Cornwall Gazette, 18/12/1830.

The Condor, schooner belonging to Hamburg, some 100 miles w. of Scilly. It is feared that the Condor went down, and that two only of the crew were preserved.

The Le Hector and Sartine, French armed ships of 36 guns each, with all their people, were entirely lost on the 6th ult. At Scilly. Advice was received last night at the Admiralty, that the Conquerant, a French ship of 74 guns was cast away a few nights since off the rocks of Scilly and not a single man out of 700 has escaped the wreck. Her masts and stern beam, with the word Conquerant carved upon it, and her head, a lion rampant, are driven ashore off Penzance.” WoS page 80.

On Wednesday 18th January morning the schooner Duchess of Beaufort put into the Roads, from Torquay for Hartlepool, for the purpose of landing 9 seamen part of the crew of the ship Conrad, Summerfield, of Newcastle, from Cardiff for Cadiz with coals. They left behind the captain, mates and two apprentices near Scilly because the captain would not enter the port for water and supplies. Greater detail in the report. Fate of the vessel not known.

The Cordelia, Dumble, from Newcastle to Cadiz, was fallen in with 19th, inst. off Scilly, waterlogged and with loss of foremost, &c. Crew saved by the Palmyra, arrived here.”

No record of salvage found.

Name board in the Valhalla Collection. Portuguese vessel which was possibly lost off Scilly.
“The American ship Cornelia, Woodside, of Portland (Maine), from Greenock for Santos, with a cargo consisting of two locomotive engines, railway sleepers, coals, &c., foundered about 25 miles north from Scilly, on the 4th inst., at 2 p.m. The crew and two passengers, consisting of 16 men and two women, landed at St. Mary's in three of the ship's boats, having saved most of their effects, and some provisions and other articles belonging to the ship. It appears that the ship sprung a leak on the 31st ult., but it did not become serious until about midnight of the 3rd inst., the weather being fine and nearly calm, when it was found that she was making a deal of water, and it rapidly increased to so alarming an extent, that it was feared she would go down, and she was abandoned about 11 a.m., on the 4th, and disappeared about 2 p.m. The crew and passengers were taken on board the Mary Anne, Jones, of Aberystwith, from Glasgow for Genoa, and brought to within two or three miles of St. Mary's, when they got into their own boats and pulled on shore. The boats, provisions, &c., have been sold by auction, and the crew will proceed by steamer to Penzance.”

No other references found as yet. Fishing vessel. Struck Round Rock in St. Mary's Sound and sunk. Crew saved.


COURIER [c.1/1808] (TL) - Caledonian Mercury Issue 13428, 23/1/1806:
“The ship foundered in the Atlantic Ocean off the Isles of Scilly with the loss of all hands. She was on a voyage from Newfoundland to Dartmouth, Devon.”
Also; Lloyd’s List: 19/1/1808, No. 4221.

“The Courier, Webber, from Newfoundland to Dartmouth, is lost off Scilly with all the crew.”

CROGSWALD [18/4/1917] (TL) (WL1) - 3,235 gross tons, defensively-armed, 18/4/1917, 60 miles W by S from Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost. Ref. naval-history.net

CRAVEN [25/1/1898] (TL) - Royal Cornwall Gazette, Thursday, 17/1/1898:
“The Barque Craig Elvan, of Greenock, from Iquique to Ghent, with nitrate, struck on a rock the Bishop Lighthouse at five o’clock on Tuesday morning, and foundered in 30 fathoms. The barque was a fine one of 1,348 tons, built at Greenock, and owned by Mr. J.D. Clink, of that port. She had left Iquique on October 20th, and had a very fine homeward voyage. It was fortunate the sea was smooth and the weather fine, for matters had become so bad that the crew and officers had to leave the ship at once without saving anything at all in the shape of clothing, other than that which they were wearing. The twenty-two got into the lifeboat, and they had not pulled away more than a couple of ship’s cables, before they saw the barque go down by the head; and then with a report like an explosion of a gun, the decks burst open and she went down in deep water. Captain Saunders considered his best course to make for St. Mary’s, and there they arrived just in time to catch the mail Lyonesse leaving for the mainland. On their arrival at Penzance, they were met by Mr. E. T. Mathews, the agent of the Shipwrecked Mariners’ Society. Captain Saunders is a Canadian, and most of the crew belonged to London.”

Also good detail in the Cornishman, Thursday, 27/1/1898, page 5.
Lloyd’s List: 25/1/1898, No. 18,841. Reports in IOSM & SI.

CRAVEN [6/5/1757] (TL) – Lloyd’s List: Fri. 6/5/1757, No. 2226:

“The Craven, Stewart, from Jamaica for London, was lost coming out of St. Mary’s, Scilly.”

CRIEFF CASTLE [9/2/1883] (TL) - Times: Monday, 12/2/1883, Issue 30741:
“Yesterday morning at Porthcressa Bay, St. Mary’s, Scilly, was strewn with wreckage, apparently of a vessel of about 200 tons. Part of a boats stern -post with ‘Carnarvon’ cut in it, and a lifebuoy with ‘Criccieth Castle, Porthmadoc 1876’ on it have been found amongst the wreckage. There are no signs of the crew or cargo. A further telegram states that sacks marked with a bullock within a circle, are being washed ashore from the wreck. The vessel lost is supposed to be the Criccieth Castle, which left Fray Bentos on the 10th of November for the Channel. She is a brig of 234 tons built at Porthmadoc in 1876, and owned by Mr. Morris Owen, of Porthmadoc.”

Also, WoS page 98. See report by T Stevens, Islands Maritime Archaeology Group. Anchors, chain and iron ballast, that lay close to the rock named ‘The Chair’ near Peninis Headland, are supposed to be from this wreck. Lloyd’s List: 16/2/1883.
Location: N49°54’24”- W006°18’40”.

CROWN OF CASTLE [30/3/1915] (TL) - Times: Thursday, 1/4/1915, Issue 40817:
Crown of Castle sunk by U-28. Précis – The 43 members of the Crown of Castle of Glasgow, which was sunk off the Scilly Isles by the German Submarine U-28 yesterday morning, were landed at Barry this evening. While the lifeboats were alongside the submarine the German commander handed members of the crew cigars.
Crown of Castile, 4,505 gross tons, 30/3/1915, 31 miles SW from Bishop Rock, captured by submarine and sunk by bombs. Ref. naval-history.net
British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 187. Excellent detail in SI.
British Vessels Lost at Sea WW1, listed page 5. Lloyd’s Confidential War Loss Record WW1.

CROWN POINT [6/2/1917] (TL) (WL1) - 5,218 gross tons, defensively-armed, 6/2/1917, 55 miles W from Scilly Isles, torpedoed without warning and sunk by submarine, 7 lives lost including Master. Ref. naval-history.net

CRUMBURLIE [12/1891] (TL) – Manchester Times, Friday, 11/12/1891:
“A vessel ashore at Scilly turns out to be the Crumburlie steamer, of 2,390 tons’ register, belonging to Gillison and Chadwick, of Liverpool. She left Barry on Wednesday with a cargo of coal for South Australia, and encountering the gale, she dropped her anchors, but at four yesterday morning the vessel began to drift, and at seven o’clock was blown on to the rocks of Scilly. Heavy seas commenced to wash over her, and 14 of the crew took to the lifeboat, which, however, was stove in. Happily, a tugboat happened to be standing by to rescue them. The rest of the crew, numbering 18, were compelled to take to the rigging. Captain Pomeroy has gone out with the lifeboat to attempt their rescue. The lifeboat men at Penarth have also gone to the scene of the wreck. Fourteen men who first left the steamer have just been landed at Cardiff. They have lost all their effects.”

CRYSTALINE / WATER LILY [c.14/11/1884] (Col) (PTL) – Edinburgh Evening News, Monday, 17/11/1884:
“The brigantine Water Lily of Fowey, Captain Scantlebury, put into Hayle on Saturday, evening, having on board the crew (seven in number) of the barque Crystaline, of Liverpool, Captain D. Curran, from Liverpool to Plymouth with coal. The Water Lily and the Crystaline had been in a collision at six o’clock in the morning about four miles from the Longships.” Much more detail follows.
Cornishman, Thursday, 27/11/1884:
“Salvors of the derelict Liverpool barque Crystaline, which was towed into New Grimsby (Scilly) harbour on the 16th inst., have accepted £250 for their services. This arrangement was made through Mr. Henry Hicks, receiver of wreck.”

CUBA SS [c.11/1858] (TL) – Dundee, Perth, and Cuper Advertiser, Friday, 26/11/1858:
“Kinseal, Nov. 20: The schooner Annie Grant, of Dartmouth, from Zante for Plymouth, when 50 miles N.W. of Scilly, picked up a boat with 13 men in it, belonging to the SS Cuba, Appleby, of Waterford, from Cardiff for London, which foundered about 40 miles off Scilly. The captain with fifteen other men left in the long-boat, and fears are entertained for their safety. They were not seen by the survivors after they left the ship.”

Also; Cork Examiner, 22/11/1858:
“The Cuba was a fine new vessel, built by Messrs. Malcolmson, of Waterford. She was intended for the Baltic trade, and was, consequently, flat bottomed, to suit the shallow water in the Baltic ports, but having been finished too late this summer for the Baltic, she was sent to Newport for coals, and was lost on her voyage.”

CUBANA [25/4/1866] (TL) - Times: Monday, 30/4/1866, Issue 25485:
“The Cubana from Swansea for St. Jago de Cuba, struck on the Seven Stones in the night of the 25th of April and foundered. Master, second mate, carpenter and four men drowned.”
Narrative of one of the survivors.
“The Board of Trade received on Saturday a report, from the Receiver of Wreck at the Scilly Islands, announcing the total loss of the ship Cubana, 600 tons’ register, with most of her crew, and containing the statement on oath of William Loveless, one of the survivors, which is as follows;
“I was the late Mate of the Cubana. She belonged to Sunderland, and sailed from Swansea for St. Jago de Cuba on the 19th of last month, with a cargo of coal, scrap iron, wire rope & c. At 2.30am on the 26th, the weather clear and the wind E.S.E., moderate was steering W by S, with all plain sail set, going about 8 and a half knots per hour, when she struck very heavily on the Seven Stones rock, about 3 miles W by S of the Seven Stones Lightship. I, being unwell, was below in my berth when the ship struck. On feeling the shock, I jumped out and ran upon deck to ascertain the cause. The Master, who’s watch it was, had been in the cabin and went on deck at the same time. I immediately went into the fore-castle and found she was filling fast, the water being upon the forecastle deck. I therefore at once ran upon deck and cut the lashings of the Pinnace, which was launched over the ships rail in 5 minutes, when I, with ten of the crew and the passenger got into the boat, and called upon the master and the others to leave the ship but they would not do so. All was confusion, but the master stood upon the deck and never spoke. The second Mate said the ship was alright; that she was going off and there was no danger; on hearing which one man went from the boat on aboard the ship again. The boat then got under the quarter of the ship, when the master and the others were again called to and urged to get in the boat, but they would not leave the ship. The boats painter then got loose from the ship, and the boat drifted away astern of her with only 3 oars and no thoul pins.
The boats painter was cut to make gummets, but the boat could not be got back to the ship, and when between a quarter and a half a mile distant, the ship appeared to turn round, and fell on her starboard side, about 15 or 20 minutes after she struck and disappeared. Nothing whatever could be seen of those that were left on board. We pulled with our 11 hands in the boat, to the Seven Stones Lightship and got on board of her a little after 4 am. The pilot cutter Argus afterwards arrived from St. Martins Scilly, and we went in the ships boat to the pilot cutter, which took us to St. Mary’s Scilly about 2 pm. I do not know the exact quantity of the cargo, but the ship was not over loaded. Seven lives were lost by going down with the ship; viz, the Master; Second Mate; Carpenter; Steward and two seamen. There were two boats remaining on board, by which they could have left the ship had they wished to do so. I am of opinion the casualty arose from the ship being sailed too close to the Seven Stones. The Carpenter, who had the watch, and probably not knowing her dangerous position, could not feel justified in altering her course without orders. Had anything been said to me I should certainly have caused the ships course to be altered. Signed – “William Loveless”

Liverpool Daily Post, Wednesday, 2/5/1866:

“On Sunday the Little Western, steamer, brought to Penzance from Scilly Isles the survivors of the crew of the barque Cubana, 500 tons’ register, of Sunderland, wrecked on Thursday morning last on the Seven Stones, nine miles north of St. Martin’s, Scilly, with the loss of seven hands. She was a new ship, and this was her second voyage.”

CUBANA [1888] (TL) - Probably a misprint, see above. However, the IOSM reference mentions mining equipment.

Reported in IOSM only. See Cubana 1866.

CULMORE [7/5/1881] (TL) – The Star, Saturday, 7/5/1881:

“During the fog last night the steamer Culmore, of Liverpool, from Gibraltar with oranges, struck on a rock off the Bishop’s Scilly Island, and foundered. The captain and three men were drowned.”

Western Gazette, Friday, 13/5/1881: “During a fog on Friday night, the steamer Culmore (sic), of and for Liverpool, struck near the Bishop Rock, Scilly, and sank. Captain Cobb, two engineers, and the steward, were drowned. The remainder of the crew landed in two boats at St. Mary’s Scilly. Capt. Cobb was picked up by one of the boats floating on an orange box, but he died shortly after being taken.”

IOSM, page 101 gives the master as A. Coble and the steamship, which struck the Crim, as 540 tons. Only listed in WoS but excellent additional detail in SI.

CUPICA [19/10/1917] – (TL) (WL1) Motor vessel, 1,240 gross tons, 19/10/1917, 75 miles W by S ½ S from Bishop Rock, captured by submarine, sunk by gunfire.

Ref. naval-history.net

CUSTOMS Report – [23/2/1739] - Newcastle Courant, Friday, 23/2/1739:

“They write from Falmouth, that Capt. Cocard, of the Custom-house Sloop there, informs, that seven Ships were ashore at Scilly: but the particular Names were not known.”

CUSTOS [28/8/1856] (TL) – Royal Cornwall Gazette, Friday, 5/9/1856:

“The Custos, Shaw, of and from Liverpool, bound to Bonny, Africa, with a general cargo, struck on the Western rocks of Scilly about 2 o’clock on the morning of the 28th ult., and very soon became a total wreck. The master and crew, 17 in number, took to the boat, and were safely landed, having saved very little beyond what they were wearing at the time of the vessel striking the rocks. Upwards of 80 casks of spirits, some boxes of soap, and sundry articles in a damaged state have been salvaged from the wreck.”


West Briton 19/9/1856 Auction on St. Mary’s, 2/10/1856.

Also among the goods reported salvaged and sold from this wreck by Francis Banfield, on the 2nd October, were “191 muskets, 2 casks of musket flints, 136 barrels of gun powder and 4 bags of Manillas.” See also Douro.

CYGNET [2/1838] (TL) – London Evening Standard, Friday, 16/2/1838:

“The Troy, Wood, from Charleston, at Liverpool, sailed on the 13th of January: On the 10th inst. off Scilly fell in with the smack Cygnet, of Southampton, in a sinking state, and took off the crew.”
‘D’ Entries

**Dalmata** [11/2/1917] (TL) (WL1) - On 11/2/1917, the Norwegian cargo ship *SS Dalmata*, owned at the time of her loss by Bruusgaard, Kosterud & Co., Drammen, was on a voyage from New York to Le Havre in ballast, when she was sunk with explosives by German Submarine UB-38, 40 miles northwest from Bishop Rock. 1 person was lost. Ref. wrecksite.eu

**Dandy** [10/1818] (DNR) – Morning Chronicle, Wednesday, 21/10/1818:
“The Dandy, Capt. W, in endeavouring to tack in a gale of wind, missed stays, but fortunately made one of the Scilly Islands, where she now remains to repair her rigging.”

**Dane** [11/12/1934] (M) (TL) – Dundee Evening Telegraph, Tuesday, 11/12/1934:
“The Dane, Hull, missing off Scilly.”

**Daniel of Scilly** [5/1809] (TL) – Royal Cornwall Gazette, Saturday, 27/5/1809:
“The Daniel of Scilly, Capt. Duff, has foundered off Lundy Island; and we are sorry to add, on the authority of our Scilly correspondent, that all her crew perished.”

**Daphne** [26/12/1927] (Sal) – British sailing barge was abandoned by her crew and foundered one mile east of St. Mary’s. Salvaged. Reference; Shipwrecks of Scilly by F. M. McFarland, 1928.

**Darioll** [6/1901] (Col) (TL) – Hull Daily Mail, Friday, 7/6/1901:
“Captain Albini and 14 of the crew of the Italian barque Darioll were landed at Falmouth on Thursday by the steamer Twilight, belonging to West Hartlepool. The vessels had been in collision off the Scilly Islands during a heavy fog, with the result that the barque foundered imediately. Whilst trying to get into a boat an English sailor on board the barque fell overboard and was drowned.”

**Dart, Hmrc** [8/10/1832] (DNR) - The Times: Monday, 15/10/1832. Issue 14983: HM Customs Ensign. HM Board of Customs: “The cutter was severely damaged on the Carn Thomas Rocks, Isles of Scilly. She was later taken in to St. Mary’s, Isles of Scilly.”

**Dartmouth** [1790] (DNR) – Times: Friday, 31/12/1790, Issue 1762:
“The Dartmouth, Captain Marshall, from Bordeaux, to Ostend, put into Scilly the 25th ult., with the loss of her masts, and four feet of water in her holds.”

**Dasher of Scilly** [26/8/1815] (TL) - Lloyd’s List: Tues. 5/9/1815, No. 5002:
“The Dasher of Scilly, from Cork to Weymouth, sailed from Cove on the evening of the 25th ult. and the following morning sprung a leak and foundered. Crew saved in the Boat and arrived at Crookhaven.”

**Dashwood** (28/4/1787) (TL) - Saunders’s News-Letter, Friday, 11/5/1787:
Extract of a letter from on board the Dashwood packet, Falmouth, April 28.

“We are just arrived here from the Leeward Islands, after a passage of 38 days blowing weather as ever I met with at this time of the year, and I believe many vessels have felt the ill effects of it, for off the rocks of Scilly we saw several pieces of wreck and dead bodies floating about, and soon after the hull of a large ship, foreign built, driving before the wind, which we with great difficulty kept clear of.”

**Dauphine** [14/2/1866] (TL) – Manchester Courier and Lancaster General Advertiser, 20/2/1866:
“The French Schooner Dauphine, from Liverpool to Cette, with a cargo of pitch in bulk, was burnt on Wednesday night. The master states that when about 10 miles from Scilly, he discovered that his vessel was on fire, and the flames made such rapid progress that within a quarter of an hour afterwards the crew had to take to the boats, and abandon the ship and all contents except a few clothes. The fire having been seen from St. Agnes Island, a boat put off to the vessel, and met the crew coming ashore. The schooner also drifted in that direction and about 2 o’clock the following morning came ashore on the south-west part of St. Agnes, where she burnt to the water edge. Some of the masts and rigging are saved, but the hull and cargo are wholly destroyed.”

Same full report in Sl and WoS page 93.

**David** [6/7/1867] (Col) (TL) – Public Ledger and Daily Advertiser, Thursday, 11/7/1867:
“Plymouth, July 9: The David, of and from Poole to Newfoundland, was run down and sunk on the 6th inst., in lat. 49 N. long. 7 W., [approx. 40 miles west of Scilly] by the Halley (S), from Liverpool to Montevideo; The crew and passengers were taken on board the steamer, which afterwards transferred them to the Gebroedders v.d. Beck, from Batavia to Rotterdam, which landed them here this morning by a pilot cutter.” Reported in the IOSM, page 89.

**D’ Estaing** [c.3/1784] (DNR) – Saunders’s News-Letter, Thursday, 1/4/1784:
“Scilly: Since my last, D’ Estaing, Capt. Lamatre, from St. Domingo to Dunkirk, put in here in great distress, having been eleven days on her passage, and meeting with a great many hard gales of wind, which carried away her main and mizen mast, and bowsprit, and so leaky as to have four feet water in her hold; she buried fourteen of the crew who died through fatigue of pumping, and those on board are very weak and sickly.”

**De Vrede** [2/11/1853] (DNR) – Morning Post, Monday, 7/11/1853:
“Scilly, Nov. 2: The De Vrede, Potewyrd, from Nickerie to Rotterdam, has put in here leaky, and with loss of sails and will probably have to discharge.”

Some additional detail in Sl.
DECOY [13/8/1904] (Col) (TL) - Times: 15/8/1904, Issue 37473: Collision of Decoy & Arun:
A very significant Naval story.

“Torpedo Manoeuvres - Loss of a Destroyer.”

"About 11 last night, between Scilly Isles and the Wolf Rock, the Decoy and Arun were in collision. The night was very dark, and the wind blew fairly hard. The Arun, the Sturgeon, and the Decoy were proceeding in line, when the first named doubled back and failed to clear the Decoy, which was rammed abreast the engine-room. Boats were immediately lowered from the Sturgeon and Arun. The latter is supposed here to be undamaged, because she has not put into port. As the Decoy remained afloat half an hour, there was ample time in which to affect the rescue of her crew, all of whom found safety, some on the Sturgeon and others on the Arun. So rough was the sea that the Sturgeon found it impossible to hoist her whaler aboard again, and therefore this boat was abandoned. Personal injuries resulting from the collision were confined to two men, William T. Miller, first-class petty officer, whose collar-bone was broken, and Robert Dunn, stoker who, while in the water, was struck by the revolving propeller of the Decoy, causing serious injuries to both legs. The Sturgeon came on to Falmouth with the injured men, who received attention from the doctors of the Devastation depot ship and the Grasshopper. Then the Sturgeon proceeded to Plymouth, taking with her those whom she had brought from the Decoy."

The Decoy was built at Chiswick, by Thornycroft, in 1894. She had a displacement of 260 tons, an i.h.p. of 4,200, and a speed of 27.6 knots. She was 185ft long. Her armament was 6-pounder quick firing guns, with three torpedo tubes. Her complement numbered 85, the Officers being Lieutenant W. D. Paton (in command) and Sub-Lieutenant J. S. Hincks (acting).”

Note: This report formed part of a much larger dialogue on the exercise between the Blue and Red battle fleets. The report that there were no fatalities is repeated!

Times: Tuesday, 16/8/1904, Issue 37474:

“The Ostrich, t.b.d., Lieut. and Com. A. F. St. C. Armitage, arrived at Plymouth yesterday, having on board Lieut.-Com. W. D. Paton, Sub-Lieut. J. S. Hincks, the gunner, and leading signalman of the Decoy, which was sunk in a collision of the Isles of Scilly. The Ostrich had no news of the only member of the Decoy’s crew not accounted for, and little doubt is felt that he was drowned. He was a native of Devonport.” (t.b.d. – torpedo boat destroyer)

Note: The drowned crewman was a T. Linnon. More information in the report.

Also; Times: Tuesday, 23/8/1904, Issue 37478 & Times: Wednesday, 31/8/1904, Issue 37487.

Listed in IOSM & WoS only, limited detail in SI. See also Royal Cornwall Gazette, 18/8/1904.

DEFIANCE [5/11/1844] (TL) – The Defiance was a Cutter, purchased by the men folk of Samson, in St. Mary’s in 1842, to replace the Fly wrecked in 1837. The boat was purchased to be used for piloting and salvage, to enable the island to become a productive community.

Not to be; she was wrecked in 1844.

DEFT [27/3/1831] (DNR) – Liverpool Mercury, 8/3/1831:

“Scilly: Deft, London, hence for Ipswich, ran on the rocks of New Grimsby harbour, 27th ult., but got off the following tide, with little damage to her bottom.”


DELAWARE [20/12/1871] (TL) – As far as newspaper reports go, this wreck must be one of the most widely reported at this period. In summery the Delaware, a steam ship, nearing Scilly met with a very violent gale. Unfortunately, the engine bearings overheated and they had to stop the engine. Out of control the vessel approached the rocky island of Mincarlo. The bridge was swept away along with the captain and foremost. More heavy seas and she foundered. Only the mate and third officer survived, they were found exhausted on White Island. 47 other members of the crew we

Times: Friday, 22/12/1871, Issue 27253: Times: Friday, 29/12/1871, Issue 27254:
Western Gazette, Friday, 29/12/1871, Excellent Report.
Cornubian and Redtruth Times, Friday, 31/5/1872: Scilly:

“The divers who succeeded in recovering the Scud, are about to try their skill on the wreck of the Delaware. Much valuable property, is believed, may yet be salvaged from her with proper energy and appliances.”

See poem by Robert Maybee, 17 verses. St. Mary’s Museum.
Location: N49-56-326; W006-23-084.

DELPHIC [10/8/1917] (TL) (WL1) – 8,273 gross tons, defensively-armed, 16/8/1917, 135 miles SW of Bishop Rock, torpedoed without warning and sunk by submarine, 5 lives lost.
Ref. naval-history.net. Short report in WoS only, page 187. See also her sister ship Persic.
DELTA B [2/6/1915] (TL) – Birmingham Daily Post, Friday, 4/6/1915:
“The crew of eleven of the Belgian trawler Delta B, sunk off Scilly by a German Submarine, landed at Penzance yesterday. Captain Titelgon stated when eight miles off the Bishop Rock the submarine suddenly began firing at his trawler. He endeavoured to get away, but shots fell around too fast, damaging the vessel and injuring a boy. After the crew had got into a punt the submarine commander offered to take them on the submarine, saying he was not aware they were Belgium.”
Lloyd’s Confidential War Loss Record WW1, page 14.
Mentioned in SI & WoS page 183.
On 2/6/1915 the Delta B, was stopped by U-boat (U34) while fishing 12 miles S.S.W. of the Scilly Isles, shelled and then the skipper was forced to place explosive charges. The crew of ten took to the boat and was later picked up by the HMT Dewland (FY2664) which landed them at St. Mary’s, Scilly Isles. Ref. wrecksite.eu
DENBIGH HALL [18/5/1918] (TL) - 4,943 gross tons, defensively-armed, 18/5/1918, 90 miles WSW from Bishop Rock, torpedoed without warning and sunk by submarine.
Ref. naval-history.net
DENURGE [14/9/1810] (TL) – Lloyd’s List: Fri. 28/9/1810, No. 4497:
“The Danish Brig, Denurge Johan Joak, Lude, from Malta to Plymouth, was burnt 14th ult., near Scilly. Crew saved.”
DESIRÉ DE LA PAIX - See Le Desire de Paix.
DEUTSCHLAND [6/12/1875] (TL) – Derry Journal, Friday, 28/7/1876:
“The decisions of the German naval inquiry at Bremen, into the loss of the Deutschland, upon Scilly rocks, have been almost unanimously contrary to the opinions expressed by the English court.”
No other details found.
“The Duex Amis, Flor, from Ostend to Newry, put into Scilly about 28th ult. leaky. Cargo discharging.”
DEUX SOEURS [26/5/1838] (PTL) – London Evening Standard, Friday, 1/6/1838:
“The Deux Soeurs, Brindejone from Guadaloupe to Havre, struck on a rock on the 26th inst. off Scilly, was run on shore, bilged and folded; part of the cargo saved in a damaged state.” Similar detail in SI.
DEVONSHIRE [12/12/1815] (DNR) – Caledonian Mercury, Saturday, 23/12/1815:
“The Devonshire, Algar, from Newfoundland to Bristol, put into Scilly on the 12th inst., with damage to vessel and cargo.”
DIAMOND [30/10/1855] (TL) - Times: Tuesday, 20/11/1855, Issue 22216:
The schooner, Diamond of Swansea to Southampton, Captain Ching (William Thomas in SI). Foundered off Scilly c. 30th October and the crew took to a small boat. Davis the mate, Hughes, a seaman and Perry apprentice. Perry died c. 1st Nov. Picked up many days later, near starving by a Dutch East Indiaman, Noorworts, Captain Buo, Amsterdam to Calcutta. Perry was committed to the deep and the others eventually transferred to the Rival, Captain Norris from Madeira. They arrived back to London on the 20th November.
DIANA [11/1738] (TL) – “On April 28th, 1738, a vessel laden with wool, from Cales, drove ashore upon the island of Mincarlo, and was totally lost, and all on board perished. Some part of the cargo was saved by the islanders, and a great part of it went away upon the tide.”
Reference; John Troutbeck. 1796, page 203.
WoS page 124 mentions ‘wool’ as the cargo.
DIANA [11/12/1863] (PTL) – London Evening Standard, Tuesday, 8/12/1863:
“The Diana from Quebec to Southampton, and the Lavinia, from Newport to Poole, which drove ashore on Rat Island, are being dismantled, and all their stores, rigging, &c., will be saved; when the weather becomes moderate the cargo (deals) of the Diana will be landed.”
Also Royal Cornwall Gazette, Friday, 11/12/1863: Adds; that the master’s name was Duff and three of the crew narrowly escaped drowning by foolishly leaving the vessel in a small boat at the height of the storm.
DILIGENCE [30/12/1738] (TL) (Plundered) - Newcastle Courant, Friday, 9/2/1739:
“The Diligence, Boulton, from Rotterdam for Liverpool, was lost the 30th of December on Scilly, the Ship and the Cargo plunder’d by the Country People.”
DILIGENCE [c.2/1740] – (TL) Caledonian Mercury, Tuesday, 5/2/1740:
“The Diligence, Capt. Bolton, bound from Rotterdam to Liverpool, was lately lost off Scilly and the Captain drowned.”
DILIGENCE [12/2/1858] Listed in WoS. No further information found.
No other details found.
DIOMED [22/8/1915] (TL) (WL1) – Dorking and Leatherhead Advertiser, Saturday, 28/8/1915:
“The Holt steamer, Diomed, 4672 tons, has been sunk, Captain John Myles and several of the crew
being killed. The survivors were rescued by a steamer and landed.”

**Diomed**, 4,672 gross tons, 22/8/1915, 57 miles WNW from Scilly Isles, captured by submarine, sunk
by gunfire, 10 lives lost including Master. Ref. naval-history.net

British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 130.
Lloyd’s Confidential War Loss Record WW1, page 24.
Mentioned inIOSM & WoS page 183. Useful report in SI.

West Hartlepool for Penarth S.S. Co. (Beckingham & Co.) 1917 purchased by Sutherland S.S. Co.,
not renamed. 5/11/1918 sunk in collision with War Hind in English Channel.
Ref. wrecksite.eu & (See also MAT.) Possible position, far south of Scilly.

**DIRECTOR** [9/1790] (PMR) - Stanford Mercury. Friday 3/9/1790:
“Monday; a very disagreeable report was spread, that a seventy-four-gun ship and a frigate are run
ashore in a fog, on the rocks of Scilly and it is feared will be lost, though every possible assistance is
given them by the fleet.

As Englishmen, we are bound to hope it is untrue; and though the name of the seventy-four ship
(The Director) is mentioned, yet without any pretended gift of prescience, we hope and believe it will
turn out to be nothing more than a report. This account is pretended to have been received from Lord
 Howe in letters of the 26th.”

Newcastle Courant, Saturday, 11/9/1790: “We are authorized to contradict the report of his Majesty’s
ship Director having been wrecked among the Scilly Islands.”

**DISPATCH** [1812] (TL) – Caledonian Mercury, Saturday, 13/6/1812: Lloyd’s List: 9/6/1812:
“The Dispatch packet, from Malta (to Falmouth), was lost 14th April, on the west end of Scilly
(Western Rocks); crew, passengers, and mail saved.” Detail also in IOSM page 49.

**DOLORES** [c.17/10/1810] (M) (PTL) - Lloyd’s List: Tues. 2/4/1811, No. 4550:
“The Dolores, Samsegma, from Cadiz to London, put into Scilly the 7th October last; sailed from thence
the 17th, and has not since been heard of;”

Caledonian Mercury Issue 13931, 4/4/1811:
“Spain: The ship departed from the Isles of Scilly, United Kingdom for London. No further trace,
presumed foundered with the loss of all hands.”

**DOLPHIN** 10/3/1787 (PTL) – Bath Chronicle and Weekly Gazette, Thursday, 22/3/1787:
“St. Mary’s, Scilly, March 11. – On Saturday morning the 10th inst., before daylight, in a most
tremendous gale of wind, amounting to a perfect hurricane, the Dolphin revenue cutter, belonging to
the port of St. Ives, commanded by Captain Johns, parted from her cables, and was driven on shore
amongst the rocks, where she lies on her beam ends, and fills: it is apprehended she will be totally lost.
The crew are saved, and all her materials taken out. This is the first accident* that has happened at
Scilly in the course of the winter.” *A point being made perhaps? See Section 2.2.

**DOLPHIN / GEORGE** [2/4/1818] (Col) (TL) – Lloyd’s List: Tues. 14/4/1818, No. 5271:
“The George, Davies, from Liverpool to Antwerp, put into Scilly 2d ult. with loss of bulwarks and
stanchions, having run foul of the Dolphin, Miller, from Yarmouth to Milford, in Mount’s Bay, on 31st
ult. when the latter sunk. Crew saved by a Boat from Mount’s Bay.”

**DON BENITO / ULTONIA** [27/3/1917] (Col) (TL) – SS Don Benito was a British Admiralty collier of
3,749 gross tons. On the 27/3/1917 when on route from Swansea for Livorno she was in collision
with the SS Utonia and sank.
Ref. wrecksite.eu (Detail in SI.)

**DOSSIETEI** [21/2/1846] (Sal) – Times: Monday, 20/7/1846, Issue 19293:
“This was an action brought by the owners, master, and crew of the Scilly pilot lugger Pet, to recover
remuneration for asserted salvage services rendered to the Dossieteit on the 24th February last. The
Dossieteit was an Austrian brig, bound from London to Trieste, the value of the ship, freight, and cargo
being estimated at £10,000. She left St. Katharine’s Dock on the 15th February, but before long got into
difficulties near Scilly and was towed in by the Pet. The court did not agree that the Pet justified any
more than a pilot fee of £50 despite the fact that the Dossieteit was damaged.”

More detail in the Times report and also a very worthwhile narrative re this salvage case in the London
Daily News, 20/7/1846. Note: Name in this report is spelt Dossietei.

**DOUGLAS** [c.10/1771] (TL) – New Lloyd’s List: Fri. 4/10/1771, No. 264:
“The Douglas, Breckenridge, from Musquito Shore, loaded with Mahogany, is stranded off Scilly.”
Probably foundered see SI & IOSM.

**DOUGLAS** [11/1812] (DNR) – Royal Cornwall Gazette, Saturday, 21/1/1812:
“The Douglas, Francis, in going into St. Helen’s (Scilly) struck upon a rock, and is obliged to discharge
her cargo.”
DOURO: [28/1/1843] (TL) – Kentish Gazette, 7/2/1843:
“This vessel, registered at 400 tons’ burthen, with a valuable cargo on board, was totally lost, with all her crew, on the night of Thursday last, the 28th of January, upon the rocks at the westward of the Scilly Islands. At an early hour on the following morning the ill-fated vessel was discovered by some fishermen, with her mast gone, and thrown on the rocks upon her broadside, with the sea making a complete breach over her. They immediately bore down to the spot, but there was no one on board to give them the slightest information; every soul belonging to her had perished. In the course of the morning the vessel bumped so heavily upon the rocks that she soon went to pieces, and part of her cargo came ashore. Several bales of cotton twist, marked ‘K’, in a diamond, 832, Queen-street, Miles, S. and B., 24 Manchester, have been saved from the wreck, also some bales of printed goods, and bundles of hemp. On Saturday, the log book was found about two miles from the spot where the ship struck, from which it appears that she was bound to Oporto, and had reached a number of miles to the westward of the island, when a severe leak being discovered, obliged the crew to put her back, and was no doubt making all possible haste to England when the sad disaster occurred. On the same day four bodies were washed up on the beach, which have been proved to be belonging to the vessel. One of them is supposed to be her unfortunate commander, Mr. Gouland, and others his seamen. The rock upon which the vessel struck is called the Crekavesthan, and is situated about a mile from the beach. The vessel is reported as to be fully insured.”

Note: It is possible that the main wreck on this site, ‘Round Rock’, near the island of Crebawethan is not only the Douro as many have long believed but actually the Custos. The cargo of the Douro was “baled goods and brass stops” whereas the cargo of the Custos matches exactly the artefacts found on this site. i.e. musket parts, gun-flints, slave manillas and beads. It is entirely possible that both vessels where lost here. Interestingly the Custos was bound for Africa. The evil practice of slave trading was outlawed in England in 1808. See also Custos.


DOVER [22/12/1667] (TL) - Calendar of State Papers Domestic series Charles II 1667-68:
“Two vessels of Malaga have brought in the Captain of a vessel cast away near Scilly; two other ships with their crews have been lost near Scilly.”

DOVER [12/1768] Listed in WoS. No other reference found.

DOWSON & BETSEY [4/1/1788] (TL) - Times: Saturday, 5/1/1788, Issue 944:
“The Dowson, Best, from Liverpool, Betsey (Betsy), Williams from Chester, are both lost at Scilly, people saved.” Similar report: New Lloyd’s List: 4/1/1788, No. 1948.

DRAGON [9/1810] (TL) – Exeter Flying Post, Thursday, 13/9/1810:
“The Dragon, Parker, from Demerara, with a cargo of colonial produce, for London, is wrecked off St. Mary’s Scilly, and totally lost, ship and cargo.” No mention of the crew.

DRAGON Incident [12/1861] (DNR) - Times: Tuesday, 24/12/1861, Issue 24124:
“Liverpool Dec 23. - The Dragon from Charente, arrived at the port leaky, having struck a wreck (sic) off Scilly.”


DRAPER [13/5/1769] (DNR) - Lloyd’s List: Fri. 19/5/1769, No. 3477:
“The Draper, Moor, that was wreck’d off Lands-end the 13th ult. loaded with linens, skins and provisions from Belfast to London, is since got into Scilly with all the materials on board.”


DUBLIN [1/11/1812] (DNR) – Caledonian Mercury, Saturday, 21/11/1812:
“The Dublin, Francis, from London to Londonderry, is put into Scilly leaky, having struck upon a rock. Cargo discharging with much damage.”

DUCHESS OF KENT [20/2/1843] (DNR) – Public Ledger and Daily Advertiser, Saturday, 4/3/1843:
“Scilly, February 28: The Duchess of Kent, Stephens, from Clare to London, was so badly damaged, put in here on the 20th inst., must discharge her cargo.”

“On the 8th inst. The Brig Duchess (sic) of Leinster of Dublin, Bartholomew Sinnot, Master, from Dublin to Dunkirk, in Ballast, about three Leagues off Cape Cornwall, struck against something which appeared to be a Fish, or Piece of Shipwreck, and which suddenly disappeared; whereupon the Master immediately tried the Pumps, and found the Water had got over the Ballast; upon which he hove the Vessel to, and got out the Boat, in order to save his own and People’s Lives, and in about ten Minutes after they quitted her she sunk. The Master and Crew got safe ashore the next Day at St. Mary’s Pier in the Island of Scilly.”

52
DUCK [3/1807] (DNR) – Lloyd’s List: Tues. 17/3/1807, No. 4135:
“The Duck, Billing, from Padstow to Falmouth, is on shore at Scilly and full of Water.”
Also; Caledonian Mercury Issue 13294 21/3/1807, & Public Ledger and Daily Advertiser, 19/3/1807:
“The brig Duck, Billing master, from St. Ives to Falmouth, with Pilchards, got on shore, on the 9th inst.
at Scilly. Her cargo is landed, much damaged.”

DUCKINGFIELD HALL [2/1801] (Col) – Lloyd’s List: Tues. 24/2/1801, No. 4128:
“The Duckingfield Hall, Pedder, from London to Antigua, is towed into Torbay by the Russel man of
war with the loss of her Foremast, Fore Main, and Mizzen Topmasts, having been run foul of off Scilly
by a vessel which is supposed to have foundered.” Also; Caledonian Mercury, 28/2/1801.

DUC DE CHARTRES [c.27/4/1781] (TL) - Leeds Intelligencer, Tuesday, 22/5/1781:
“We have advice from Morlaix, that the ‘Duc de Chartres’, Privateer, of 18 guns, Captain Merciere, was
lost the 27th ult. In the night, upon the rocks WSW of Scilly, and blowing a strong Northerly wind she
beat to pieces and the crew are supposed lost.”

DUE FRATELLI [20/10/1871] (AD) – Morning Advertiser, Thursday, 26/10/1871:
“Scilly, Oct. 24: It is supposed that the derelict brig towed in here is the Due Fratelli, from Cronstadt
to Naples, previously reported abandoned.” See also IOSM page 93 & 94.

DUKE OF CUMBERLAND [24/12/1787] (PTL) - Times: Saturday, 5/1/1788, Issue 944:
“The Duke of Cornwall, from London to Falmouth, is drove on shore at Scilly.”
Salisbury and Winchester Journal, Monday, 14/1/1788:
“I cannot omit to inform you of the total loss of the Duke of Cornwall, Capt. Hoskin, of Penzance, from
London, one of the tin ships bound to Falmouth, with a very valuable cargo of silks, linen, groceries,
gun-powder, &c. &c. who, in coming into St. Mary’s Sound, struck the Bartholomew Ledge; when the
Captain, to save lives of his passengers and crew, ran her on the Light-house Island, where she now
lies stranded, and all her cargo either plundered or washed away. I believe very little will be saved for
the unfortunate proprietors.” Also; New Lloyd’s List: Fri. 4/1/1788, No. 1948.
Excellent report in SI. Sherborne Mercury, 7/1/1788 & 18/8/1788.

DUKE OF CUMBERLAND [17/2/1764] (TL) – Lloyd’s List: Fri. 17/2/1764, No. 2932:
“Capt. Fegarthen of the Betsey, who is arriv’d at Penzance from Scilly, has brought home the crew of
the Duke of Cumberland, Deputron, loaded with Pilchards for the Straights, who was lost at Scilly; the
Cargo is saved.”

DUKE OF CUMBERLAND [25/9/1773] (TL) – New Lloyd’s List: Tues. 5/10/1773, No. 473:
“The Duke of Cumberland, Paddock, from N. England to London, was lost the 22nd ult. at Scilly.”
Lost on St Helen’s. Report in WoS page 143.

DUKE OF CUMBERLAND [17/5/1776] (TL) - Important papers lost at Scilly in the wreck of the
‘Duke of Cumberland’ in 1776. Taken from Naval Documents of the American revolution.
Extract from a letter from AMAE Correspondence Politique Angleterre Vol. 516.
Mr. Garnier to Count Vergennes London 15/5/1776:
“A Packet boat despatched from Virginia, by Lord Dunmore, ran aground on the Sorlingues (Scilly
Islands off Cape Lizard) One assures that all the packets which it carried are lost, although the crew
escaped. This report aroused strong suspicion on the part of the opposition that the news is very bad,
especially since Lord Sandwich confessed publicly that he expected nothing more of the expedition
against Virginia, after the complete scattering of Sir Peter Parkers fleet.”
Lord George Germain then wrote to Lord Dunmore regarding this same incident.
Germain to Dunmore Whitehall 21/5/1776. (Public Records Office, Colonial Office 5/1353, 749)
"My Lord, I take this opportunity of the reverend Mr. Maddison, who is going back to Virginia, to acquaint
your Lordship that the ‘Duke of Cumberland’, packet boat, on her return home, had the misfortune to
strike upon a rock off Scilly, and went down so suddenly that the crew had only time to save themselves,
and the three Frenchmen who your lordship put on board in their boat, but all the dispatches were lost
with the vessel. This misfortune is the more to be lamented as we are so long without any authentic
advices from the southern provinces, and the Master reports that he had received letters from all the
governors as well as from your lordship and General Clinton; I trust, however, some safe opportunity
will soon present itself of sending duplicates, and that they will be accompanied with the agreeable
information of Lord Cornwallis’s arrival, & of the happy effects of the landing of the troops under his
command. I am & ca Geo Germain."
Also; New Lloyd’s List: Fri. 17/5/1776, No. 746: “The D. of Cumberland Pqt. Boat, from Virginia to
Falmouth, foundered off Scilly; one of the people saved.”

DUKE OF SPARTA [19/4/1948] (PTL) – Hartlepool Mail, Monday, 19/4/1948:
“A Lloyd’s message from Land’s End to-day stated that the British Steamer Duke of Sparta (5,397
tons) bound from Liverpool to London, was ashore on the Seven Stones Rock, Scilly Isles. The vessel
was said to be making water rapidly in No. 2 hold and to be endeavouring to re-float herself.
The Scilly Isles lifeboat has gone to the vessel’s assistance.”
DUKE OF WELLINGTON [19/11/1859] (TL) – See IOSM page 79 & Lloyd's List: 22/11/1859:
“A schooner carrying oats from Waterford to Truro, was wrecked in thick fog and lost with all hands.”

DUKE WILLIAM [12/1768] (M) (PTL) - Kentish Gazette, Saturday, 10/12/1768:
“Letter from Portsmouth, December 8. – We hear that his Majesty’s Cutter, Duke William, was lost off Scilly in the late stormy weather, and all perished.” Also; Oxford Journal, Saturday, 10/12/1768:
“The Duke William Cutter, which left Scilly some Time since on her Return to this Place, is given over for lost. It is supposed she must have foundered. Lieut. Field, who commanded her, was, upon his Arrival, to have been married to a young Lady of this Town.”

DUNCAN RICHE [28/3/1853] (DNR) – Morning Post, Tuesday, 29/3/1853:
“The Hanoverian galliot, Aginata Juliana, came in here this evening, having on board 13 of the crew and 15 passengers of the Duncan Richie (Mackinnon, master), from Leith to Port Philip. She left on the 19th inst., and on the 25th, 30 miles off Scilly, she was in great distress, having sprung a leak, and had four feet water in the weather pump. The galliot took off the above. The master, five officers of the ship, and about 30 passengers, were left on board, and when the galliot left she was making for Scilly.”
Note: She made Scilly the next day.
The Duncan Richie was certainly not a lucky ship. On 22/4/1853 during her repair in Scilly her topsides were found to be rotten and she must discharge.
On 29/7/1853 Mr. Donald McDonald, a passenger, slipped off the gangplank and drowned!
‘E’ Entries

**EAGLE** [22/10/1707] (TL) – See **Association**. Historic Site: See also Tearing Ledge (Designated Site): Wessex Archaeology Ref. 53111.03y. Location: N49-52-120: W006-26-529.

**EAGLE** [6/1760] (Prize) – Lloyd’s List: Tues. 24/6/1760, No. 2551: “A French Privateer of one Gun and four Swivels, was taken and carried into Scilly by the **Eagle**, Knill, of Bristol, where they sold her for sixty Guineas.”

**EAGLE** [7/12/1764] (TL) – “Lloyd’s List: Fri. 7/12/1764, No. 3016: “The **Eagle**, Bilby, from Petersburg for Bristol, is lost at Scilly.”

**EAGLE** [c.5/1789] (DNR) – Lloyd’s List: Tues. 12/5/1789, No. 2089: “The **Eagle**, Thomas, of Dartmouth, from Newfoundland, sprung her Bowsprit and Main-Top-Mast, and got aground going into Scilly, but was got off next Tide with little Damage.”

**EAGLE** [5/6/1790] (TL) – Times: Thursday, 17/6/1790, Issue 1710: “Wreck; The **Eagle**, Brown, from Charlestown to Falmouth, is lost at Scilly; the people saved.”

Caledonian Mercury Thursday 24/6/1790: “On Sunday the 6th inst., above the hour of ten at night, the brigantine **Eagle**, from Charlestown, South Carolina, (American built) bound for Falmouth for orders, laden with tobacco and rice, was tonight lost, with the cargo, by striking on the westernmost rocks of these islands. Thick weather accompanied with rain prevented them descrying the lights; and the vessel, at the time she struck, was going better than eight knots. The Master, John Brown, of (Shields?) with the crew, a woman and her child, passengers, were providentially saved in the boat, but without ever having any time to secure any apparel whatever. They were brought to St. Mary’s Scilly in the morning, by some of the inhabitants of Agnes whilst going out fishing. A few casks of tobacco and rice were taken up, but in a state not fit for use.”

Also; “The **Eagle**, Brown, from Charlestown to Falmouth, is lost at Scilly; the People saved.”


**EAGLE** [18/1/1848] (TL) – Hull Advertiser, Friday, 28/1/1848: “St. Mary’s (Scilly) Jan. 21: On the evening of the 18th inst., the **Eagle**, Scott, from Glasgow to Charente, struck on the western rocks on these islands, and foundered: Crew saved in their boat.”

Also; Caledonian Mercury, Thursday, 27/1/1848 & Royal Cornwall Gazette, 25/2/1848: “St. Ives; Pieces of timber and wreck found marked with the **Eagle**.

Lloyd’s List: 24/1/1848, No. 10,562.

Good reports in SI & WoS page 58

**EAGLE POINT** [28/3/1916] (TL) (WL1) - 5,222 gross tons, defensively-armed, 28/3/1916, 100 miles WNW from Bishop Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net

**EARL OF ARRAN** [16/7/1872] (TL) - Times: Monday, 22/7/1872, Issue 27435: “Scilly, July 17. – The Cargo and baggage from the **Earl of Arran**, steamer, official number 26,933, from Penzance to the Scilly Islands, which was run ashore on the island of Nornour yesterday, after striking on St. Martin’s, have all been saved in good condition, with the exception of five small packages of cargo, which were saturated with water.”


**EARL OF LONSDALE** [8/6/1885] (TL) - Times: Tuesday, 9/6/1885, Issue 31468: “Lloyd’s agent at Scilly telegraphed that the **Earl of Lonsdale**, steamer, of Newcastle, from Alexandria for Portishead with cotton-seed and beans, during a dense fog ran on shore at 1 a.m. yesterday on the west side of the Island of St. Agnes. She is on high rocks and filled with water fore and aft. Chance of saving the vessel very doubtful. Small boats are landing cotton-seed in bags at St. Agnes and St. Mary’s from the vessel and her materials and stores are being brought into St. Mary’s in boats. The **Earl of Lonsdale**, an iron screw steamer of 1,543 tons, was built at North Shields in 1871, and owned by Messrs. Elliot, Lowrey, and Dunford, Newcastle.”

Parts of the wreck can still be seen around the rocks at low tide.

Lloyd’s List: 12/6/1885, No. 14,917.

Good reports in IOSM, SI & WoS page 78-79.

**EASTERN QUEEN** [3/1888] (TL) – Western Daily Press, Monday, 12/3/1888: “The crew of the barque **Eastern Queen**, of Newcastle, were landed at Cardiff on Saturday night from the Italian barque **Fitamia**, from Almeria. The **Eastern Queen** founded on the 7th inst., 300 miles west of Scilly. The crew took to the boats, and after rowing several hours were picked up by the **Lewis the Lamb**, bound from Newcastle to Valparaiso. On the 8th she met the Italian barque bound to Cardiff, and transferred the shipwrecked crew, consisting of fifteen hands and Captain Rowlands, to that vessel. The crew were taken to the Sailors Home. The **Eastern Queen** is owned by a company in North Wales. The crew are mostly Welshmen.”
EASTGATE [22/10/1917] (DNR) – Recorded in IOSM, page 123.

See Museum News in the Scillonian Magazine 248/93.

“Pride of place this year must go to Mr. Clem Langs painting of the Schiller and a photograph of the torpedoed Eastgate ashore in the channel off Bryher, this dates from around 1917. This photograph was made into a postcard. This was sent by the Captain, Ellis Evens, to his wife to let her know that he was safe. The War Office and Commandant of the Islands did not allow photographs of sinking or torpedoed ships to be produced, lest they lower the morale of the country.”

Note: The Eastgate, a London steamship, 4,277 tons, torpedoed whilst in convoy for the USA.

ECLIPSE [8/11/1888] (TL) – Yorkshire Post and Leeds Intelligencer, Friday, 9/11/1888:

“A telegram from Portland states: - The Santiago, Wilson Line steamer, passed up for Hull, reports when 25 miles west of Scilly yesterday she sighted the barque Eclipse, of Helsingborg (Helsingborough?), sinking. She took of the crew and set fire to her. Her crew will be landed at Hull.”

EDELMAN [1/5/1915] (TL) - Times: Monday, 3/5/1915, Issue 40844:

Edale & Gulflight, torpedoed.

“The Middlesbrough steamer Edale, 3,110 tons, met with a similar fate, being torpedoed off Scilly without warning on Saturday morning. The crew were saved.”


“A telegram from Portland states: - The Santiago, Wilson Line steamer, passed up for Hull, reports when 25 miles west of Scilly yesterday she sighted the barque Eclipse, of Helsingborg (Helsingborough?), sinking. She took of the crew and set fire to her. Her crew will be landed at Hull.”

EDEYSTONE TENDER [3/10/1846] (TL) – Bell’s Weekly Messenger, Saturday, 10/10/1846:

“Tresco, Scilly, Oct. 4. – The Eddystone tender, in leaving Old Grimsby Harbour, yesterday, missed stays, was driven on shore on the rocks at the north of this island, and has become a wreck; Materials and crew saved.”

Lloyd’s List: 8/10/1846, No. 10,161 & Lloyd’s Weekly Newspaper.


No evidence found as yet for a wreck. May have been recorded as missing due to hurricane at the time.

EDOUARD MARIE [5/3/1918] (TL) (WL1) - Edouard Marie, built by Auguste Cattoor, Ostende in 1907 and owned at the time of her loss by Edouard De Gruyter, was a Belgian fishing vessel of 32-tons. On 5/3/1918, Edouard Marie was sunk by the German Submarine UC-75 (Walter Schmitz), 5 miles south of Wolf Rock. 1 person lost. wrecksite.eu (See also MAT.)


“The Henrietta, Perry, from Swansea, and the Edward, Banfield, from Malaga, parted from their cables and drove on shore at Scilly, during a tremendous gale at W.N.W. on the 9th Inst.; the former was got off on the 11th, but driven ashore again at night during another heavy gale.”

Lloyd’s List: Tues. 26/11/1816, No. 5129: “both were finally got off and carried to St. Mary’s Pier; the former with considerable damage, almost full of water, and must discharge; the latter [Edward] with trifling damage, and has arrived at Milford.”

EDWARD of Scilly [1/1819] (TL) – Public Ledger and Daily Advertiser, Monday, 18/1/1819:

“Whitehaven, Jan. 13. – The schooner mentioned yesterday proves to be the Edward, Banfield, of Scilly, from Seville to Dublin. The cargo all lost, and the vessel gone to pieces: crew saved.”

EDWARD CHARLTON 20/12/1836 (TL) - Times: Tuesday, 3/1/1837, Issue 16303:

“The Edward Charlton, from Llanelli to London, struck the Bartholomew Ledge, and immediately went down. Captain and crew taken off by a pilot boat; the vessel is a total wreck. It is feared very little will be saved.”

Note: There follows a list after this report, which goes on to describe a large number of ships that were damage during this period just prior to the New Year.

See also IOSM, page 65.
EDYSTONE, Saga of, [19/10/1823] (DNR) – Lloyd’s List: Tues. 28/10/1823, No. 5850:
“Scilly, 21st Oct. – The Edystone, Bell, from Hudson’s Bay, arrived here 19th ult., under jury fore mast and bowsprit, having experienced very bad weather on her passenger, particularly on the 9th ult. when a sea struck her, and carried away the head and bowsprit and stern boat, stove the long boat and yawl, swept away all the lee bulwarks, and 16 feet of covering board – broke some planks of the deck, with a great deal of other damage, and the Ship lying on her side, the foremost was obliged to be cut away, also two anchors from the bows to lighten her. One man was drowned, one killed, and another much hurt. It is feared that the cargo has received damage, as a great deal of water went down the hold whilst she lay on her side, and she made a great deal of water during the gale. She has been supplied with two anchors, &c. and will sail the first fair wind for London.”

EEMLAND [22/2/1917] (TL) (WL1) – SS Eemland was a Dutch Cargo Steamer of 3,770 tons built in 1905 by A. McMillan & Son, Dumbarton for Zuid Amerika Lijn. She was powered by a steam, triple expansion, single screw, giving 10.5 knots. In 1908 she was purchased by Koninklijke Hollandsche Lloyd. On the 22/2/1917, she was captured by German Submarine U-21 and blown up 30 nautical miles west of Bishop Rock.

Ref. wrecksite.eu

Part of the 22/2/1917 Dutch convoy.

“Scilly, Nov. 11: The Egberdina, Bastrens, from Cardiff to Dordt, drove foul of a vessel in St. Mary’s Roads, and received considerable damage, her stern being cut down near to the water edge. She lost her rudder, stern boat, main-boom, rigging, &c., but was brought into St. Mary’s Pier with assistance, and has commenced discharging her cargo.” Additional detail in IOSM, page 59.

EGYPTIAN MONARCH [5/1888] (DNR) – Manchester Courier and Lancashire General Advertiser, Tuesday, 29/5/1888:
“A Board of Trade inquiry into the circumstances attending the stranding of the steamer Egyptian Monarch off the Scilly Isles, during a fog, terminated at Falmouth yesterday. The court held that the master was to blame, but taking Captain Harrison’s high character into consideration they did not suspend his certificate.”

ELAINE [1876] (TL) - Reported in IOSM, page 98: A yacht which foundered in heavy seas in St. Mary’s Road. Crew saved by a French brig.

ELIZA [28/10/1815] (DNR) – Caledonian Mercury, Saturday, 11/11/1815:
“The Eliza, Nowlan, from Dungarvon to Chichester and Portsmouth, put into Scilly 28th ult. with her pumps choked, and three feet water in her hold. Cargo damaged, and landing.”

ELIZA [3/5/1817] (DNR) – Morning Post, Friday, 16/5/1817:
“Falmouth, May 12. – The Eliza, Herron, from Scilly; she is originally from Cork, with a cargo of provisions, bound to Madera, but put back to Scilly in a leaky state, and is now come here to discharge.”

Lloyd’s List: Tues. 13/5/1817, No. 5176:
“The Eliza, Heron, from Cork to Lisbon, put into Scilly 3d inst., very leaky, and would be obliged to discharge and repair.”

ELIZA [20/12/1817] (TL) – Lloyd’s List: Fri. 2/1/1818, No. 5242:
“The Eliza, Randall, from London to Chepstow, in going into Scilly struck on a rock and sunk; she had been weighed and was discharging her cargo, but would be re-shipped in another Vessel, the Eliza having received so much damage as not able to proceed.”

ELIZA 13/6/1824] (DNR) – Lloyd’s List: Fri. 18/6/1824, No. 5917:
“Scilly, 15th June. – The Eliza, Griffiths, from New York to Antwerp, has been brought in here in distress, with loss of foremost, mainmast, spars, sails &c. both bowers anchors, boats, bulwarks, &c.”

The Exeter Flying Post, 24/6/1824 has:
“brought into St. Mary’s Pool, Scilly, on Sunday the 13th inst., in a very disabled state, although her hull and cargo do not appear to have sustained much injury. Three of her passengers (two gentlemen and a foreign lady) have arrived at Penzance.”

Later No. 5925:
“Scilly, July 13th; Eliza is ready for sea, being complete in mast, rigging, sails, &c. and is only waiting a wind.”

ELIZA [5/1/1867] (TL) – Reported in IOSM and an excellent report in Royal Cornwall Gazette, 17/1/1867:
Although Scilly was close and a small Fiddle Head of Grapes in the Valhalla may have come from this vessel; this incident tends to be much nearer to Land’s End.

ELIZA [13/11/1882] (PTL) – York Herald, 14/11/1882:
“The brig Eliza, Swansea for Honfleur, has been beached at Scilly in a sinking condition.”
A report in the IOSM, page 102, has the Eliza as a 211-ton Jersey brig, cargo coal, master William Lurn which ran aground near St. Martin’s Head.
“Captain John Ford sailed in the smack Eliza on Monday preceding the late gale from Gloucester for Padstow with a cargo of salt. He has not been heard of since. He had with him his son William, a lad, about 17 years of age, and his nephew by marriage, James Wood, a young married man. Grave doubts are entertained as to their safety.” Victim of the Great Blizzard.
Cornishman, 23/4/1891:
“A body found on Melledgan was dressed in a brown mole-skin trousers and sea boots. Mr. W. M. Gluyas, J.P. deputy coroner, held an inquest on the body for the purpose of identification, if possible. It was found that on the inner part of the leg of one of the stockings were the letters ‘J. W. (James Wood), worked in white letters. The stocking is now lying at the Custom-house, St. Mary’s. It is supposed that the corpse must have been that of one of the crew of a small vessel, the after part of which drove on to Melledgan.”
Extra detail in SI & IOSM.
ELIZA JANE [21/1/1881] (TL) - Times: Tuesday, 1/2/1881, Issue 30106:
“The Italian barque Amabile Caterina arrived in Cardiff yesterday afternoon with three of the crew of the Eliza Jane, of Carnarvon, who were rescued off the Scilly Islands on the 21st ult. They reported that the captain and mate had been washed overboard and drowned.”
ELIZABETH [27/7/1757] (TL) – Lloyd’s List: Fri. 5/8/1757, No. 2252:
“The Elizabeth, Robertson, from Oporto for Hull, was lost on the 27th ult. on the seven Stones between Scilly and the Land’s End.”
ELIZABETH [12/1774] (TL) - New Lloyd’s List: Tues. 27/12/1774, No. 601:
“The Elizabeth, Line, from Cadiz to Dartmouth, is lost at Scilly; part of the Materials saved.”
Note: This ship is wrongly named in many publications as ‘Elizabeth Line’. ‘Line’ was the master!!
“On Tuesday the 5th of this month, the Elizabeth, master? from Bordeaux, was wrecked on the rocks of Scilly (Western Rocks); Mr. Noble, Mr. Alexander, and two other gentlemen, who were passengers, were alone saved. The crew took to the long boat, but unfortunately they all perished. This news is brought by one of the above gentlemen, who is just arrived in town.” Sherborne Mercury, 20/3/1786.
ELIZABETH [11/1/1788] (TL) - New Lloyd’s List: Fri. 11/1/1788, No. 1950:
“The Elizabeth, Watson, from Quebec and Cork to Newcastle, foundered to the N.W. of Scilly, the crew and passengers saved.”
ELIZABETH [8/6/1790] (TL) - Times: Tuesday, 29/6/1790, Issue 1720 & 1723:
“On Friday night the 8th inst., at Scilly, a Number of Guns was heard from the Westward, supposed to be Signals of Distress from some ship, and, on Saturday Morning, the Stern of a Ship was seen out of the Water. On her Stern was written, ‘The Elizabeth of London’. She must have been a Ship of very large Size: as a Piece of carved Work of her Stern Gallery measured 17 Feet in Length. Part of the carved Work described as the Bust of a Man, with two Lamias, one each Side. None of the Crew were saved. She drifted all round the islands of Scilly on Saturday and Sunday with the Tide. Twenty Boats attempted to tow her into Port, but could not, as she was so entirely Water logged, and the fore Part sunk.”
Also; Lloyd’s List: 2/7/1790, No. 2,208:
“The Elizabeth, Wilton (Wilson), from Alicante to the Baltic, is lost at Scilly, and it is feared the crew are drowned.” Reports in SI & WoS page 144.
ELIZABETH [1792] – Bryher, listed in WoS. No other detail found.
ELIZABETH [29/10/1815] (DNR) – Caledonian Mercury, Saturday, 11/11/1815:
“The Elizabeth, Marshall, from Havre to Liverpool, drove on some rocks near St. Helen’s Pool, Scilly, on the 29th ult. but was got off, and would be carried into St. Mary’s to be examined.”
ELIZABETH [1/1820] (DNR) – Public Ledger and Daily Advertiser, Thursday, 27/1/1820:
“The Elizabeth, Mather, from St. Lucas, has arrived at Scilly, with loss of anchor and cable. She was driven down the Croot Sound missing several rocks.” IOSM only, similar report.
ELIZABETH [1825] (DNR) - Times: Tuesday, 3/1/1826, Issue 12854:
“Scilly, Dec. 27. – The late heavy gales, though productive of no serious damage here, have yet occasioned some loss to many who are ill prepared to sustain it. Some houses have been partially stripped of their thatch; several large boats have been driven on shore, having either parted their chains or, broken their anchors; and one (the Elizabeth of St. Martins) went down on her moorings, with the loss of the greater part of her materials, &c. The weather still continues stormy, though the wind is frequently veering.”
ELIZABETH [3/1833] (TL) – Sussex Advertiser, Monday, 18/3/1833:
“The ship Elizabeth, Banks, master, belonging to merchants in this town (Newhaven), was we are sorry to hear, wrecked on Saturday se’nnight in a gale off Scilly. She was laden with grocery and corn, consigned to the trade here. Both the vessel and cargo, with the exception of the corn, are, we believe, uninsured. – Crew saved.”
Note: Sussex Advertiser, 3/6/1833:
“The Pic Nic Society give an Entertainment at our Theater to-morrow (Tuesday evening), in aid of the subscription, for the benefit of Captain Banks, who lost nearly all his property by the wreck of the ship Elizabeth (of which he was part owner) on the 9th March last, off Scilly by which misfortune the vessel and cargo were entirely lost.”


“Scilly, January 10. – The Orlando arrived here on the 5th ult., From Gloucester, with loss of stern boat, bringing with her the masters and crews of the Elizabeth and Mary Ann, both of Cork, which vessels foundered westward of Scilly, the former on the 25th, and the latter on the 29th December.”

Slightly different detail in the Morning Post, Monday, 16/1/1837: “The crews of the Elizabeth, Phillips, from Newport, and the Mary Ann, Griffiths, from Cardiff, both of Cork, which were abandoned on the 25th and 29th ult., have been landed here from the Orlando, Coulson, from Gloucester to London.”


“Elizabeth, master Roche, from Quebec for Cork and Newcastle, was lost on the north-western side of the islands. All crew were rescued.”

ELIZABETH [12/1860] (DNR) – London Evening Standard, Tuesday, 4/12/1860:

“Scilly, Nov. 30: The Elizabeth, for Hull, has been assisted in, dismasted, and must discharge her cargo (beans) to repair.”

Extra detail in IOSM page 81, assuming it is the same vessel?

ELIZABETH [15/3/1873] (TL) – Shields Daily Gazette, Wednesday, 19/3/1873:

“Some remnants of a small vessel, supposed English, were washed ashore on Sunday, at St. Agnes, Scilly, and a broken headboard painted blue, with the word ‘zabeth’ on in gilt letter, evidently part of the name Elizabeth, has been picked up at St. Mary’s.”


ELIZABETH MARY [4/1870] (Col) (Sal) – West Briton and Cornwall Advertiser, Thursday, 7/4/1870:

“The Elizabeth Mary of Plymouth, commanded and owned by Thomas Shannahan of Penzance was run into by a French lugger off the Land’s End. She was laden with 86 tons of coals, from Cardiff for Penzance. The captain and crew abandoned the vessel very quietly without, it is said, assessing the damage. The crew were picked up by the Elizabeth Thomas of Porth Madoc and landed at Penzance. The Elizabeth Mary was picked up with very little water in her by a Scillonian pilot and taken to Scilly. The finding of the Board of Trade was as follows: “We find that at the time the schooner Elizabeth Mary was abandoned she was not in an unseaworthy condition and ought to have been safely taken to Scilly by the crew. We consider from the evidence that the master and crew abandoned their vessel with improper precipitancy, and had the master been certificated we should undoubtedly have suspended his certificate, but under the circumstances and considering that he is the sole owner of the vessel, and that she was uninsured, and consequently that the master has already sustained severe pecuniary loss as the result of his conduct, we refrain from ordering him to pay any portion of the costs of this inquiry.” More detail available in the report.

ELIZABETH TAYLORSON [12/1872] (AD) (TL) – Shields Daily Gazette, Saturday, 28/12/1872:

“The Florist, Evans, from La Rochelle, picked up the crew of the Elizabeth Taylorson, Hooper, of South Shields, from Tyne for Malaga, on the 24th inst., off Scilly, and landed them at Whitehaven. The Elizabeth Taylorson had both masts carried away. The crew were compelled to abandon her, as she was fast sinking, The Elizabeth Taylorson was a vessel of 236 tons’ register, was built at Monkwearmouth in 1833, and was the property of Mr. James Young, of South Shields.”


The ship ran aground on the Seven Stones Reef and was eventually beached at Old Grimsby, Treco, Isles of Scilly. She was on a voyage from Great Yarmouth, Norfolk to Bristol, Gloucestershire. Also; London Evening Standard, Friday, 31/10/1834: Master given as Welsh, and that she would need to discharge the cargo to repair.

ELLEN, Saga of [c.1821] (PTL) – Saunders’s News-Letter, Tuesday, 22/10/1822:

“About ten months since, a vessel called Ellen, Magrath, master, sailed from Youghal bound to Poole, but not having been heard of for a considerable time since it was rightly conjectured that she was lost. A letter has been received in Youghal, within these few days, from one of the crew, at Southampton, stating, that the vessel foundered off Scilly, and that the master and crew got into the long boat, and were after some time taken up by a Dutch East Indiaman, on her voyage to Batavia, and taken to that settlement, where they were treated in the most handsome manner by the Authorities in that Island, and a passage procured for them in the first ship homeward bound. The man states, that the master and remainder of the crew, might be daily expected.”

Also the Lancaster Gazette, Saturday, 9/11/1822 which expands the story; “On the 4th and 5th (January) the wind moderated, the leak still continued, and was now gaining fast on the men, who were almost exhausted from constant pumping for three days.
On the morning of the 6th the vessel was filling fast; about noon an American ship appeared in sight; the Ellen put out a signal of distress; to this the crew of the ship paid no attention but by tauntingly beckoning with their fingers to come up to them, which they well knew was impossible, as the ship was water logged; they passed on, inhumanly leaving four fellow-creatures to a death which appeared inevitable, without making one effort to save them, and adding insult, to make their barbarity, if possible more striking.” Fortunately, the Dutch East-Indiaman appeared, reported here as the Arinus Marinus, Captain Duhan, for Batavia.

ELLENIA / INDUNA [16/9/1926] (Col) – Cornishman, Wednesday, 22/9/1926: “The crew of the Italian steamer Ellenia were landed at Newlyn on Saturday afternoon. The Ellenia had been in collision with the steamer Induna in a fog and foundered. The crew were picked up by a French fishing boat, who found the men adrift in their boats 200 miles west of the Scilly Islands on Thursday afternoon. They numbered 29 all told. Once landed they were taken charge of by Messrs. W. D. Matthews and Sons, the Italian consular agents at Penzance. The Ellenia was a vessel of 4,080 tons gross. No lives were lost.”

ELLIK [2/1/1917] (TL) – On 2/1/1917, Ellik, on a voyage from Villagarcia to Swansea with a cargo of pit props, was sunk by the German Submarine UB-18 (Claus Lafrenz), 40 miles southwest of Bishop Rock. There were no casualties. Ref. wrecksite.eu.

Note: She was sunk the same day as the Bestik by the same submarine.


Times: Friday, 25/10/1878, Issue 29395: “Standing of the Ely Rise steamer of Cardiff, captain Vickermann, from Cardiff for Savannah in ballast ran into Crow Sound, Scilly Islands, at dusk on Wednesday night. Before a pilot boat could be got off she ran on to the Hats. The steam ballast pump was set to work, but about 9 p.m. a steam pipe gave way, and the fires were soon put out by the rising tide. The Lady of the Isles, steamer went off at 11 p.m. The vessel floated for two hours before high water, and was towed on the bar in three fathoms of water, where her bow grounded. Her anchor was let go, as they feared it would hole the fore compartment. About 3 a.m. yesterday the gale increased very much and drove her off the sand into deeper water. According to the latest reports, she was floating at anchor and her deck awash, between the Hats and Guthers, in six fathoms of water, on sandy ground, but in a favourable position for lifting. She will probably be got further in the next tide. Her position is about midway between Hats and Crow Bar. Lloyd’s agent at Scilly thinks a couple of steam pumps and a diver will be necessary to get the vessel afloat and into St. Mary’s.”

ELY RISE [1878] (Sal) - Stranding & Trial of James Nance.


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Note: She was sunk the same day as the Bestik by the same submarine.


Newcastle Journal, Saturday, 3/10/1857: Additional; “The crew were saved by Euxine, of Hartlepool, from Havana, arrived at Falmouth.” Report in the IOSM only, see page 78.

ELY RISE [1878] (Sal) - Stranding & Trial of James Nance.

Times: Friday, 25/10/1878, Issue 29395: “Standing of the Ely Rise steamer of Cardiff, captain Vickermann, from Cardiff for Savannah in ballast ran into Crow Sound, Scilly Islands, at dusk on Wednesday night. Before a pilot boat could be got off she ran on to the Hats. The steam ballast pump was set to work, but about 9 p.m. a steam pipe gave way, and the fires were soon put out by the rising tide. The Lady of the Isles, steamer went off at 11 p.m. The vessel floated for two hours before high water, and was towed on the bar in three fathoms of water, where her bow grounded. Her anchor was let go, as they feared it would hole the fore compartment. About 3 a.m. yesterday the gale increased very much and drove her off the sand into deeper water. According to the latest reports, she was floating at anchor and her deck awash, between the Hats and Guthers, in six fathoms of water, on sandy ground, but in a favourable position for lifting. She will probably be got further in the next tide. Her position is about midway between Hats and Crow Bar. Lloyd’s agent at Scilly thinks a couple of steam pumps and a diver will be necessary to get the vessel afloat and into St. Mary’s.”


At St. Mary’s, Scilly, a pilot named James Nance has been committed for trial at the Bodmin Quarter Sessions on a charge of wrecking. It appears that about £200 worth of provision and furniture was missed from the steamer Ely Rise, which was recently stranded at Scilly, and the coastguard had instructions to watch. While going his rounds at St. Martin’s Island, on the night of the 6th ult., a coastguard came across a dozen or more men, laden with goods. They all ran away, except Nance, who, it is said was found lying near the goods, mattresses, &c., which belong to the Ely Rise. The other men got clear off. Bail was accepted for the prisoner in two sureties of £100 each, and himself £200.”

EMBRICOS [6/2/1892] (TL) – Times: Monday, 8/2/1892, Issue 33555: “A Reuters telegram from Scilly states that the Greek steamer Ebricos, laden with coals, bound from Cardiff to Malta, has foundered off St. Martin’s Island (White Island). Fifteen men were landed in their own boat, but ten of the crew were missing, including the captain, the mate and engineers. The steamer struck on a rock about half past 4 on Saturday morning and sank in ten minutes. The captain and the other missing men were last seen endeavouring to get out a boat, and it is supposed that they went down with the vessel.”

Times: Wednesday, 10/2/1892, Issue 33557: ‘Mutiny’

“The 15 survivors of the Greek steamer Ebricos, which went ashore at St. Martin’s, Scilly, in a fog early on Saturday morning, were landed at Penzance yesterday from the steam ship Lyonesse. Since the wreck, stories of the most sensational character, founded, it is alleged, on statements of members of the crew themselves, have been circulated, and have given rise to considerable speculation as to their truth or falsity. The most serious allegation is to the effect that the captain and the officers of the vessel were murdered by the survivors. The story is told with much circumstantiality, it being stated that a mutiny broke out sometime before the vessel struck, and that it was in the course of the mutiny, indeed, whilst the fight was going on, that the affair occurred.”

60
On the other hand, it is said that the bloodshed did not occur until after the accident, when a rush, having been made for the boats, knives were drawn and a fight for life ensued, during which the captain and officers were murdered. From the statements made on Monday it is very evident that there were scenes of violence, for the three serving Maltese alleged that the Greeks, who formed the large majority of the crew, used all their endeavours to prevent them entering the boat. When questioned as to whether the knife was not used, they admitted that there was a call for “knives” but this, they say, was only to cut the boat adrift. Another story was that after the boat had been launched some of the men who have been drowned swam in the rear of the boat for some distance, but that they were threatened with the knife, and one who was clinging to the stern was struck across the hands with an iron bar, which caused him immediately to lose his hold and sink. John Balzan, one of the Maltese survivors, in an interview yesterday afternoon, said that the vessel left Cardiff about 11 o’clock on Friday morning. She was a fine steamer, and made good speed during the day. Towards the close of the afternoon a thick fog came on, and, as it was accompanied by a heavy sea, navigation became somewhat dangerous, and the engines were eased down to half speed. He and the other Maltese took no night watches, and consequently they went below during the evening. Early in the morning he was awakened by a violent shock, which threw him from his berth. He went up on deck, and found that they had struck on a reef of rocks some little distance from an island. The rock had apparently torn the bottom of the vessel before the foremost, and the water was pouring in and rushing down into the stern, so that the steamer was already starting to settle down. The captain was on the bridge endeavouring to direct operations, but there was a general scramble on the deck for the boats. He himself with a number of Greeks and two of his fellow countrymen got alongside the lifeboat. The Greeks endeavoured to prevent the three Maltese from getting into the boat, but they scrambled in and refused to turn out. On being asked if any knives were used, Balzan replied that there was a call for knives, nearly every one had a knife, but they did not use them, as far as he knew, except to cut the boat off from the stanchions. The lifeboat was lowered, and they began to pull away. Balzan alleges that the captain and officers and the other men were, at the time they left, trying to launch the other boat. There would have been plenty of room in the lifeboat for them because there were only 15 men in a boat that could hold 50. When they had pulled some little distance they heard those who had been left on the ship shrieking out for help and imploring them to come back to save them. Balzan and the other Maltese immediately began to “back water” with the object of putting back to rescue them, but the Greeks turned on them, took the oar away from Balzan, and threatened what they would do with them if they did not do what they were told. Although the boat was only a few yards distant from the vessel, they refused to render any assistance whatsoever. They did not see the vessel go down, but when the boat had left about ten minutes they could see no light, and they supposed she must have sunk within that time. When the men landed at St. Martin’s it was noticed that they each carried a knife. It was this fact that, in the first place, formed the groundwork for the extraordinary stories which have since floated about. If the bodies of the officers are recovered, all doubts will be set at rest as to the alleged foul play."

Times: Thursday, 11/2/1892, Issue 33558:

Wreck of the *Embiricos*, Enquiry Report.

“The depositions of the 15 survivors of the Greek steamer *Embiricos* are being taken by the Greek Consul in Cardiff. The examination of Charles Camiliesi, of Malta, lasted half of yesterday. It was stated that the vessel left Cardiff on Friday last, laden with coals, for Malta, and that on Saturday morning about 4.30 she struck on rocks off Scilly. A boat was launched, and at that time the ship was fast filling, her decks being level with the boat. She appeared to sink stern first, with her bows in the air. The boat put off with three Maltese and 12 Greeks. It was so foggy that they could not see what course to take, but at about 5 45a.m. they sighted land, and got ashore Sandy Beach, St. Martin’s, Scilly, and were taken care of by the Greek Consul and the coastguard and Customs officials. On Tuesday they left for Cardiff. On their departure from the wreck of the *Embiricos* there was some shouting, and the witness Camiliesi stated that he heard the voice of the boatswain, but he could not understand what he said. As to the report reflecting upon the Greek members of the crew, he declared that no knives were used and that there was no rough treatment whatsoever. They all behaved most orderly and in sympathy with their mates, Maltese and Greeks alike. He had not heard his countrymen complain once being roughly treated by the Greeks. Our Liverpool Correspondent states that Mr. Knowles, chief engineer of the *Embiricos*, contradicts the published story with regard to a mutiny on board the vessel before she disappeared. He asserts that up to that time perfect harmony prevailed among the crew. When the vessel sank the captain was on the deck, and was heard shouting after the boat on which the engineer had left the vessel. Messrs. Green, Holland, and Sons, London, have received a letter from Captain Matthews, of their steamer *Rutland*, at Havre, in which he says:

“I picked up on Sunday, five miles off the Lizard, four men in a small boat, their steamer *Embiricos*, of Andros, Greece, having founded. They proved to be the first, second and third engineers, and one Greek sailor. The engineers are Englishmen. They had been out in the boat 28 hours, with very little clothing and nothing to eat or drink.
Their ship struck on Scilly on the Saturday morning at half-past four, and foundered in deep water 20 minutes after. The men were in an exhausted condition. I brought them on to Havre to the British Consul.”


**EMILIE** [18/9/1866] (TL) – Glasgow Herald, Thursday, 27/9/1866:
“Scilly, St. Mary’s, Sept. 24: On Tuesday morning last (18th inst.), the schooner *Emilie*, of Glasgow, Johnson, from Poole for Runcorn, with a cargo of China Clay, struck on the Seven Stones, and very soon went down. The crew, five in number, had just time to get out the boat and leave the sinking vessel, and after some time they saw the Seven Stones Lightship, and pulled towards her and got on board, and remained there until Saturday afternoon, when they were taken off by the Seven Stones tender, and landed the same evening at Tresco. The signals were flying for five days, but were not seen from Tresco. The crew have lost all their clothes. The weather was thick and hazy at the time the accident occurred.”

Lloyd’s List: 24/9/1866, No. 16,365.
Reported in SI & WoS page 166.

**EMILYA** [1/1904] (AD) – Sheffield Daily Telegraph, Saturday, 2/1/1904:
“The West Indian mail steamer *La Plata* reported at Plymouth yesterday that she passed the Russian barque *Emilya*, of Riga, in an abandoned condition on Wednesday, 350 miles westward of Scilly. The barque, which had lost her masts, is drifting right in the track of navigation.”

**EMMA** [13/1/1843] (PTL) – Liverpool Mercury, Friday, 20/1/1843, page 8:
“Scilly, January 8: The *Emma*, Percival, from Liverpool for Leghorn, parted from her anchors in St. Mary’s Bay during a heavy gale on the 13th inst., and drove on shore, when she fills with the tide.”

Liverpool Mail, 18/3/1843: “*Triton*, from Scilly at this port (Liverpool) with wrecked goods from the *Emma*, hence for London.”

Dublin Evening Mail, 7/4/1843:
A sale, in Liverpool, of a huge variety of Manchester Goods from the *Emma*, wrecked on the Scilly Islands. Some extra detail in SI.

**EMMA of Scilly** [c.5/2/1873] (TL) (LV) – Derry Journal, Wednesday, 5/2/1873: Wexford Tuesday:
“A cloaths bag, containing papers belonging to a schooner named the *Emma* of Scilly has been driven ashore near Rossslare. From the papers it appears that the *Emma* was bound to Wexford, laden with manure, from Plymouth. A ship’s boat came ashore near the same place. The captain of the *Jenny Lind* reports that he passed a quantity of wreck outside the harbour, which he believed belonged to a schooner.”

**EMMA LOUISE** [3/4/1890] (DNR) – Cornishman, Thursday, 24/4/1890:
“The 79-ton schooner *Emma Louise*, Leonard Parsons master, with 140 tons of slate and three passengers from Bangor for London, after anchoring in St. Mary’s road, April 1st (she left Bangor March 26) sailed April 3rd, at 8.30 p.m. and an hour after struck Bartholomew ledge, swung round, and remained for about 10 minutes, bumping two or three times, when she came off. Making for St. Mary’s pool she struck the west side of the Bacon ledge and remained 45 minutes, but was warped into the pier, very leaky (her two pumps could hardly keep her afloat) and several planks on both sides chaffed and stove.”

**EMPIRE** [26/11/1860] (TL) – Greenock Telegraph and Clyde Shipping Gazette, Saturday, 8/12/1860:
Has an extensive report by Captain Woodcock on the loss of the *SS Empire*, which was wrecked at Scilly on the 26/11/1860. The *Empire* in attempting to find shelter to recharge her coal bunkers entered Scilly but struck the Picket Rock. Water entered the engine room and extinguished the boilers. Distress signals were hoisted and the anchor let go. Thirteen crew escaped on the ship’s boats and were fortunately picked up by pilot cutters from Bryher and St. Agnes. Initially the master and carpenter remained on the steamer but just prior to *Empire* sinking they too were taken off by the pilots. Basically the captain should have acquired pilots before attempting the enter Scilly.
More precise detail available in this report.

Additional information in SI.

**EMPERESS** [31/3/1866] (AD) – Salisbury and Winchester Journal, Saturday, 7/4/1866:
“The ship *Empress*, from Moulmein for Liverpool, was abandoned near the Scilly Isles on Sunday week, the crew being picked up by passing vessels.”

**ENCHANTRESS** [c.1/1867] (TL) – Western Times, Friday, 18/1/1867:
“The barque *Enchantress*, of Sunderland, laden with wheat, and bound for Falmouth, has foundered off Scilly, on her voyage from Odessa, whence she sailed Oct. 1. The total loss is £9,000. All hands were saved.”

A lengthy and detailed report available in the Hampshire Telegraph, Saturday, 19/1/1867, page 7.
The Endeavour, laden with coal from Wales, with 20 more vessels, left Milford on the 14th, put into Scilly in a storm, in which one vessel is lost and several missing, and has arrived at Falmouth.

This reference reads very differently from the IOSM version. Only one vessel was lost, and that vessel is unidentified and it was lost in a position unstated and not necessarily lost at Scilly.

Endeavour [1737] (TL) – Reported in IOSM, page 17. Very little information found.

Endeavour [31/3/1781] (TL) – New Lloyd’s List: Tues. 17/4/1781, No. 1259:
“The Endeavour, Langdon, from Leverpool (sic) to Portsmouth, is lost at Scilly, Part of the Cargo saved.”

Sherborne Mercury, 20/5/1782 has the detail of the sale of the cargo.

Endeavour [1791] (DNR) - Lloyd’s List: Tues. 23/8/1791, No. 2327:
“The Endeavour, Sillock, from Chester to Marseilles, is put into Scilly with Loss of Mainmast, and very leaky.”

Endeavour [c.10/1815] (M) – Caledonian Mercury, Saturday, 30/12/1815:
“The Endeavour, Woodman, sailed from Cork for Plymouth and Southampton, on the 26th October, and has not since been heard of.” West Briton, 19/1/1816. Possibly lost on the Seven Stones.


English Merchant [8/1771] (TL) – Kentish Gazette, Tuesday, 6/8/1771:
“The English Merchant, Rivers, for North Carolina, is bulged and sunk off the Scilly islands.”

Enterprise [15/2/1838] (DNR) - Caledonian Mercury, Thursday, 1/3/1838:
“The Enterprise, Pigeon, from Gambia to London, leaky (four feet water in hold), having been on her beam ends.”

Envoy [10/2/1874] (Col) (PTL) – Fife Free Press, & Kirkcaldy Guardian, Saturday, 14/2/1874:
“Falmouth, Feb. 13: The Envoy (brig), of Shields, from Leith to Havannah, with coals, was abandoned with mainmast only standing, leaking, 12th inst., 100 miles west of Scilly, having been in collision at midnight of the 10th with a ship, name unknown.”

Also; West Briton; and Cornish Times, 2/5/1871, No. 8530:
“On Friday the crew of the brig Envoy of North Shields, William Bryant master, were landed at Falmouth from the Italian bark Nuenio Geunna, they having abandoned the brig about 70 miles W.S.W. of Scilly.”

More detail in this report.


Ref. naval-history.net

E.R.I [30/1/1871] (TL) – Shields Daily Gazette, Monday, 6/2/1871:
“A portion of the cargo, consisting of a few tons of bones and bone ash, were saved on Monday (Feb 2) from the wreck of the E.R.I. of Sunderland, ashore at White Island, Scilly. The sails, spars, and rigging will all be saved.”

Dundee Courier, Friday, 3/2/1871:
“Information was received in Sunderland yesterday, that during the heavy gales on Monday night, the schooner E.R.I., (sic) of Sunderland, from Monte Video, laden with bone ash, went ashore to the north of St. Martin’s, Scilly, and is likely to become a total wreck.”


Erignac [19/2/1892] (PMR) – Possibly a misspelling in SI & WoS.

Erne Hagemeister [19/2/1861] (TL) – London Evening Standard, Tuesday, 26/2/1861:
“Scilly: A vessel on her beam ends was seen close to the islands on the 19th, and soon afterwards foundered. Several small pieces of wreck were seen, and a seaman’s chest, in which there were several letters, showing it to belong to Johan Riech, cook of the Erna Hagemeister, Herman, bearing post marks, Cardiff, July 29, 1860 and dated from Wieck, or St. Malo, motor fishing vessel lost on the Western Rocks.

Ref. naval-history.net

Ernst von Homeyer [13/2/1872] (Sal) – Glasgow Herald, Friday, 16/2/1872:
“The Ernst von Homeyer (barque), of Barth, with a general cargo, has been taken into Scilly derelict, and with 4 feet water in her hold and port quarter stove. The master and crew have been landed at Dover, and proceed to Scilly to rejoin their ship.”

See additional information in IOSM page 94.

Erik Rickmers [25/10/1899] (TL) - Times: Friday, 27/10/1899, Issue 35971:
“Two vessels were wrecked on Scilly rock in the Isles of Scilly during dense fog on Wednesday night. About ten o’clock the German full-rigged ship Erik Rickmers struck on a rock. In response to her signals of distress gigs put off from the different islands, and the lifeboat from St. Mary’s. The crew were landed by gigs from Bryher. The vessel is of 1,900 tons’ register, and had a cargo of rice from Akyab. It was her first voyage.”

63
Lloyd's List: 26/8/1889, No. 19,046. Also 22/9/1889. 

**Erik Rickmers** & the Carn Thomas Bell - [Scilly Now & Then, No.17, p10] Excellent reports in SI & WoS page 127-128.

**ESCAPE** [10/2/1861] (TL) – Inverness Courier, Thursday, 28/3/1861: “The crew of the Escape, of Stornoway, Stephen, master, which foundered off Scilly Islands on Sunday, 10th February, arrived at Stornoway on the 11th ult. They were saved from the wreak by the George Turner of Portland, U.S., landed at Bremen, and sent home by the British consul at that port.”

Cargo: railroad iron from Newport for Lisbon.

**ESPERANCE** [2/11/1801] (TL) - Times: Wednesday, 25/11/1801. Issue 5272: “The Esperance, Barber, from Penzance to Venice, was wrecked in the Isles of Scilly while on a voyage from Portsmouth, Hampshire to Venice. Her crew were rescued.”


**ESSIE** [24/1/1877] (TL) – Edinburgh Evening News, Friday, 26/1/1877: “Reports from Scilly state that the schooner Essie, of Leith, was seen on fire yesterday some miles south-east of the islands, outward bound. A steamer was near the schooner when she was first observed, but she shortly proceeded. Some pilot boats then went in chase of the burning ship; and after several hours she was overhauled. The fire had by that time obtained such mastery that she was boarded with great difficulty. The medicine chest and barometer and clock were saved. Nothing more could be learned about the vessel. It is supposed that the steamer took the crew off.”

Similar report in IOSM & SI.

**ESTON** [c.4/1915] (TL) [WL1] – Western Times, Friday, 16/4/1915:

“Harry Elliston, seaman, of the steamer Eston, formally South Point, sunk by submarine sixty miles off Cornwall, writing to Cardiff from Lisbon, states that the crew of 36 were adrift eleven hours before being picked up, and the sufferings of some of the men were terrible. He says: The inhuman dogs left us to our fate in two small boats. When our captain asked for a tow towards land, they only laughed and jeered at us.”

**ETHEL** [17/2/1877] (DNR) – Edinburgh Evening News, Wednesday, 7/3/1877: “A Board of Trade inquiry took place at Plymouth yesterday concerning damage done to the Ethel, of Plymouth, by running on the Seven Stones Rock, between Land’s End and Scilly, at midnight on Friday 17. The vessel having had a most marvelous escape from foundering.”

Shetland Times, Saturday, 10/3/1877: “A protracted Board of Trade inquiry has been concluded at Plymouth to-day. The master of the schooner Ethel, Richard Dyer, and the mate, Henry Newman, were each sentenced to suspension of certificate for three months: the former for having chosen a dangerous passage and then going to bed leaving navigation to the mate; and the latter for want of caution, whereby the vessel went upon the rocks off Scilly and was wrecked.”


**EUROPA** [22/3/1763] (TL) – Lloyd’s List: Tues. 22/3/1763, No. 2837: “The Europa, Stevens, from London for Lisbon with Corn, founder’d off Scilly, but the Capt. and Crew were taken up by a Dutch Ship from Leverpool (sic) for Ostend, who passed by Dover the 19th ult.”

**EUROPA** [6/1854] (TL) – Limerick and Clare Examiner, Saturday, 17/6/1854: “Intelligence has just reached that the Europa (transport) belonging to Messrs. Somes, has just been destroyed by fire about 100 miles west of Scilly. It is supposed that the whole of the troops and crew have been saved by her Majesty’s ship Tribune. The intelligence arrived by the Arno at Liverpool which spoke the Tribune at sea.”

A very detailed narrative of this tragedy can be found in the Hull Packet, Friday, 23/6/1854.

**EUROPE** [1/5/1915] (TL) [WL1] - SS Europe, built by Hawthorn, Leslie & Co. Ltd., Newcastle in 1890 and owned at the time of her loss by Plisson & Cie., was a French steamer of 1887 tons. On 1/5/1915, Europe, on a voyage from Barry to St. Nazaire with a cargo of coal, was sunk by the German Submarine U-30 (Erich von Rosenberg-Gruczynski), 3 miles N.W. of Bishop Rock. There were no casualties. Ref. wrecksite.eu

Reported in SI & WoS page 182. Lloyd's Confidential War Loss Record, page 11.

**EUROPE** [12/6/1925] (DNR) – Steam trawler of Boulogne which struck Rosevear in fog. Floated off as the tide rose. Good story in CSIOS page 48. Damage, if any, not known.

**EXCELSIOR** [22/1/1881] (PTL) - Times: Wednesday, 30/11/1881, Issue 30365: “The German barque Excelsior, of Hamburg, with rice, from Rangoon, parted her cables during a heavy gale on Sunday, and drove ashore on Crow Bar, Scilly, at high water, passed over the bar, and drove on the sand near Cruther's Point, St. Martin's Island. The vessel is full of water. A survey was held on Monday, and the discharge of cargo has commenced, and the ship is being stripped. Pilot from St. Mary’s went on board while the ship was driving, and directed the vessel as far as possible. The lifeboat Henry Dundas was out and stayed by the vessel throughout the night, and sustained some slight damage.”

64
Cornishman, Thursday, 1/12/1881:
“The German barque **Excelsior**, Capt. Loose, from Rangoon with rice for orders, parted her chains on Sunday afternoon. A third anchor was let go and she rode to this time, but, after a while, began to drive. A flag being hoisted for assistance the gig **Hound**, from St. Mary’s, and the **Albion**, from Bryher, went to her aid. Soon afterwards, the lifeboat, under the charge of Mr. Alfred Hicks, chief coxswain, went off. Night coming on and no improvement in the weather, it was deemed advisable to slip before night. This being done she grounded on the bar, and soon began to make water. As the sea rose she cleared the bar and her head canting to the north they had no alternative but to get her on to St. Martin’s ashore; consequently, she grounded off Cruthers Hill, and as the tide rose, filled. Preparations are making to get her cargo out. The lifeboat stayed by her during the whole of the night. It is thought she will be a total wreck.” Lloyd’s List: 24/1/1881, No. 21,136.

The Scillonian Magazine; No. 214, page 112 & No. 215, page 97:
Cornishman, Thursday, 26/1/1882, page 5: ‘An Amazing Story of Salvage’
“Narrow Escape of Scilly of 80 or 90 Sailors and others from Drowning or Injury.”


EXCHANGE [20/6/1804] (TL) - Times: Saturday, 28/7/1804, Issue 6085:
“The **Exchange**, of Newcastle, Capt. Wm. Johnson, from Waterford to London, with provisions, foundered near Scilly on the 20th ult., occasioned by a butt starting? The crew were picked up by the **John** (USA), from Charlesstown, which is arrived at Liverpool.”

Also; Caledonian Mercury issue 12934, 2/8/1804 & Issue 12937, 9/8/1804.

EXPERIMENT [11/12/1785] (PTL) - Lloyd’s List: Tues. 23/12/1766, No. 3227:
“The **Experiment**, Smith, from Leverpol (sic) for London, was stranded at Scilly the 11th inst. The Crew were saved.”

EXPERIMENT [11/12/1785] (TL) - Times: Friday, 30/12/1785, Issue 317:
“They write from St. Mary’s in Scilly, that the **Experiment**, Capt. Collins, belonging to Dublin, was drove on the rocks of Scilly with such violence, that she soon went to pieces. The crew remained on the rocks for several hours, but at length were taken off by a French ship, and landed at St. Mary’s.”

Also Saunders’s News-Letter, 3/1/1786. Brief detail in IOSM.

EXPERIMENT [9/1821] (DNR) – Bell’s Weekly Messenger, Monday, 17/9/1821:
“The **Experiment**, Potter, from Newcastle to Oporto put into Scilly 7th inst. very leaky and with loss of stern, boat stanchions, and part of the bulwarks.”

EXPERIMENT CUTTER [12/7/1787] (DNR) – Northampton Mercury, Saturday, 21/7/1787:
“Scilly, July 12. – Yesterday in the Afternoon arrived here, the **Experiment Cutter** from a Cruise, without any Mast standing, having that Morning lost all in a violent Storm, attended with Thunder and Lightning, which struck one Man on the Deck dead upon the Spot.”

EXPERIMENT [1811] (DNR) – Lloyd’s List: Tues. 7/5/1811, No. 4560:
“The **Experiment**, Tregatha, from Penzance to Lisbon, put into Scilly 22nd ult. with her Sails split, and other damage.”

EXPERIMENT [11/1828] – Western Times, Saturday, 15/11/1828:
“His Majesty’s schooner **Experiment** (sic) continues at Scilly, where she put in from distress of weather, and having been obliged to cut away her masts, she remains in a very perilous situation.”

Later: Southern Reporter, 22/11/1828:
“The Swedish schooner of war **Experiment**, in a gale slipped her cable and ran close to the lee of the island of Samson, and was obliged to cut away both masts; she has since been brought to St. Mary’s Pool.” Additional detail in IOSM, page 59.

EXPERIMENT [9/1835] (DNR) – Bell’s Weekly Messenger, Monday, 28/9/1835:
“Falmouth, Sept. 23: The **Experiment**, Williams, from Poole to Newfoundland, has put in here with damage and leaky, having struck on the Seven Stones.” Similar report IOSM.

EXPERIMENT [12/10/1836] (Sal) - Times: Thursday, 20/10/1836, Issue 16239:
“We are also sorry to state that yesterday the brig **Experiment**, of and from Carbonear, Newfoundland, R. Bransfield late master, laden with oil and fish, bound for Poole, was brought into St. Mary’s by three or four pilot-boats, which fell in with her in the morning to the southward of the island, with loss of mainmast and foretop-mast, with all the sails, rigging etc., thereto belonging, the said vessel having, on the evening of Wednesday last the 12th ult., been struck by a heavy sea, whilst lying to, which threw her on her beam ends, when she instantly filled with water through the companion and fore-hatch, or scuttle, by which means the master and mate, who were in the cabin, and four of the crew in the forecastle, were drowned. Three men were saved by getting on the forecastle, the vessel having righted after the masts were carried away, and floated with her deck level with, or rather under water. She is now at St. Mary’s pier, and the water having been got out of her this morning, the bodies of the master, mate, and seamen, have been found in the cabin and forecastle, and we shall get them buried here as soon as possible.”
Public Ledger and Daily Advertiser, Friday, 18/11/1836:
“The brig *Experiment*, Williams, late Bransfield, sailed on the 10th for Poole. The sum of 800L, which was awarded by the magistrates of Scilly, to the salvors of the *Experiment* and cargo, (as reported in the Shipping Gazette) has not been paid, the owners considering the sum too great, therefore have appealed to the High Court of Admiralty.”

Caledonian Mercury, Monday, 1/5/1837:
“The Inquiry: Sir J. Nichol, without hearing the case, said, the Court was not disposed to interfere with the decision of Magistrates, where the facts were thoroughly examined. In this case, for all the facts stated, he thought the Magistrates had not given too much, and he should pronounce in favour of the award, with interest at the rate of four percent from the period it was made.”

Note: There is confusion here with dates, perhaps there are two incidents for the same vessel.
Note “Williams, late Bransfield”

IOSM, page 64 has that she was boarded by St. Agnes men and confirms the bodies were buried on the Island.

**EXPRESS [15/12/1869] (PTL)** – Royal Cornwall Gazette, Saturday, 25/12/1869:
“The French barque *Express*, of Marsailles, from Sierra Leone, 400 tons, laden with palm nuts, went ashore on the island of St. Mary’s, Scilly, about midnight on Tuesday evening last. The captain and crew (12) safely reached the shore, and were taken to Penzance on Friday evening.”

Lloyd’s List: 18/12/1869, No. 17,372.
WoS page 106.
FACTORY GIRL [2/12/1863] (TL) – Newcastle Guardian and Tyne Mercury, Saturday, 12/12/1863: 
“On Friday, the Norwegian brig Albatross from Cardiff. Put into Falmouth, having on board the mate and six others of the crew, with the captain's wife and child, of the ship Factory Girl, of Liverpool, Captain Thomas Tallistire, 463 tons, which founderd, 160 miles off Scilly bound from Swansea to Valparaiso, on Wednesday morning, when the captain and six of the crew were drowned. It appears that the Factory Girl left Swansea on the evening of the 30th November, with a cargo of coals, bound for Valparaiso. She proceeded without anything particular occurring until Wednesday, when a terrific gale from the north-west took place at four a.m., shortly after which the vessel's cargo shifted, and the gale continuing with unabated violence, the mizenmast and foretopmast were cut away, and the mainmast went over. Shortly after this the Albatross came in sight, and a boat was lowered, in which eight of the Factory Girl's crew and the captain's wife and children were with difficulty placed. It was blowing a gale, and the boat was pulled towards the Albatross, the crew intending to return again to the Factory Girl for the remainder of the crew; but they had not proceeded far when they observed the vessel go down head foremost. They heard the captain shouting, and saw him take off his coat and wave it just as the vessel sank; but could not from the violence of the wind and sea hear what he said. Those lost were the captain, the second mate, carpenter, steward, and three men.”

FAIR KATHLEEN [24/11/1852] (DNR) – Reynold's Newspaper, Sunday, 12/12/1852:
“Messrs., J. and J. Waite, owners of the Fair Kathleen of Tynemouth, have received information of a sad disaster, which happened on board that vessel while off Scilly, on the 28th ult. She was on her passage to Venice, from the Tyne, and, in a gale of wind from the W.S.W. about eight p.m., was struck with a terrible sea, which swept her decks, stove in her boats, carried away the bulwarks, and drowned the mate and two seamen. The master received a severe scalp wound, and another seaman was disabled by the same fearful disaster. The vessel has been got into Cowes, strained, and making water.” Limited detail in SI.


FAIR QUEEN [24/1/1834] (DNR) – Public Ledger and Daily Advertiser, Saturday, 1/2/1834:
“Scilly, Jan. 27: The Fairy Queen, Christmas, in endeavouring to get underway on the 24th inst., beat over a reef of rocks, knocked off the false keel, and damaged her copper; she was assisted into St. Mary's Pier, and has been repaired.” Similar report in IOSM, page 63.

FAIRY [29/3/1878] (DNR) - Times: 2/4/1878, Issue 29218:
“Scilly, March 29. – The Fairy, from Carnarvon for Newcastle, arrived here with the loss of sails, bulwarks, and boats stove.” In the same report; “The No. 100 fishing boat of Penzance, reported seeing an English schooner founder off Scilly during a gale of the 29th March.”

FALKLAND [22/6/1901] (TL) - North Devon Journal, Thursday, 27/6/1901:
“The Liverpool four-masted ship Falkland, from Tacoma for Falmouth, missed stay when off the Bishop's Rock, Scilly, on Saturday evening, struck on a rock, and founderd in ten minutes. Twenty-five were saved in the ship's boat, including the captain's wife and child; but the captain, the chief mate, the steward, two seamen, and a passenger have, it is feared, been drowned, as the boat in which they left the ship has been found bottom upward, and the body of one of the crew was picked up.”
Times: Monday, 24/6/1901, Issue 36489: Wreck of the Falkland:
“The four-masted barque Falkland, from Tacoma for Falmouth, with grain, was wrecked on Saturday evening on the Bishop Rock, Scilly Isles. Twenty-seven persons in all were saved, but six were drowned – namely Captain Gracie, Mr. Bateson (first mate), Anderson (the steward), and three seamen. It appears from the narrative of the survivors that the Falkland was 135 days out from Tacoma. The Bishop Rock lighthouse was sighted about 5.30 on Saturday evening, and after passing the lighthouse the ship tacked, but the tide prevented her from going about. The ship missed stays and drove right on to the rock about quarter to 7. She struck amidships and sank in about ten minutes from the lighthouse. When the Falkland struck, the crew got a boat out as quickly as possible and two or three men got in and took the captain's wife and child and the rest of those on board except the captain, mate, steward, and three men. One sailor and the cabin boy jumped into the sea, but both were rescued. Meanwhile the St. Agnes and the St. Mary's lifeboats went out to rescue the crew. The St. Agnes lifeboat reached the ship's boat and landed its occupants, including the captain's wife and child. The St. Mary's lifeboat returned later on Saturday night from the scene of the wreck without seeing the missing crew. It blew a gale from the S. W. during the night. The Falkland was an iron four-masted barque of 3,676 net tons, built at Liverpool in 1880, and owned by the Palace Shipping Company (limited), of Liverpool. According to another narrative the Falkland got among the rocks and trying to clear them struck on the Western or Bishop's Rock, her main yard actually touching the lighthouse.”
She then turned over and went down in a few minutes. It was blowing so hard at the time that a staff erected by the Admiralty on Friday in connection with the development of the wireless telegraphy system, and standing 160 ft. high, was blown away. The boatswain in a statement said that after the vessel struck orders were given to launch the lifeboats but the vessel having a list, only one of the lifeboats could be got out. When he himself jumped along with the others into the water and was picked up by the boat, the captain and mate were on the poop, but he did not see the other missing men. The vessel went down, blowing up her hatches, deckhouse, and poop as she foundered. A boy jumped from aft, and after swimming for about 15 minutes was also picked up. A man was seen clinging to a hencoop, but the sea being so rough and the boat so crowded they could not render any assistance. After being in the boat about an hour they caught sight of the St. Agnes lifeboat, which brought them into the island of St. Mary's, where they were supplied with clothes, having saved nothing of their own. The body of a man, supposed to be the one seen clinging to the hencoop, was seen yesterday morning in a bay near the scene of the wreck, but owing to the heavy sea it was impossible to launch a boat to recover it. The hencoop was picked up close to where the body was seen. The body of Bateson, the mate, was landed in the afternoon."


“The survivors of the crew of the Falkland, wrecked off Scilly, Mrs. Gracie, the captain’s wife, and his child arrived at Penzance yesterday. All the crew speak well of the kind treatment they received at Scilly. They state that Captain Gracie and the chief officer, Mr. Bateson, were seen doing their duty bravely up to the time the vessel went down. An old man who stayed with them secured a lifebelt and threw himself into the sea but he slipped through the belt and disappeared. The boat in which the survivors took refuge was very leaky, and the men say that the lifeboat only reached them just in time. The inquest on the body of Gilbert Bateson, 32 years of age, a native of Bentham, Yorkshire, chief officer of the Falkland, was opened yesterday at Scilly.”

It has always been thought that a charted wreck in Broad Sound, (to the north of Round Rock) is the Falkland 2600 tons. However, this wreck seems too small to be the Falkland and could be the wreck of the smaller Craig Elvan of 1400 tons. There is, however, a very large, as yet unidentified wreck, on the south east corner of the Flemming's Ledge in 35 to 45 metres of water that could be this wreck. This theory is currently under investigation by the authors.


Also; Islander Magazine, Autumn/Winter 2010, page 49.


FAME Privateer [9/1781] (DNR) – Newcastle Chronicle, Saturday, 29/9/1781:

“Just arrived the Fame privateer, of 18 guns, under jury masts, having lost her masts and rigging in an engagement off Ushant with a French privateer, which Capt. Cox of the Fame imagines sunk, as they saw nothing of her in the morning but some pieces of wreck and several drowned men floating; the Fame is so leaky that the men were obliged to keep constant pumping.”

FAME [4/2/1836] (AD) (TL) – Newcastle Courant, Saturday, 13/2/1836:

“The Fame, Henry Nelson, master, from Newport to Newcastle, having sprung a leak, was abandoned on the 4th inst., off Scilly.” More detail IOSM, page 64.

Also; Lancaster Gazette, Saturday, 13/2/1836: “Brothers, Pettyjoke, wrecked in Mount’s Bay, Fame, Newport to Newcastle, abandoned off Scilly.”

FAME [27/4/1859] (TL) – Exeter and Plymouth Gazette, Saturday, 14/5/1859:

“Extreme Gales: The Fame (Newlyn fishing boat) reached to the southward on a wind, and it is thought she contemplated making the Scilly Islands; but she was seen from the lightship (Seven Stones) to disappear; and the crew seven in number, met a watery grave. They were all of Newlyn (sic), and skillful, well-conducted men.”

FAMIGLIA CAVALLO [1/1904] (PTL) – Shields Daily Gazette, Wednesday, 13/1/1904:

“When ninety miles west of Scilly, the captain of the steamer Evangeline observed a flare light, and on making for it found a boat full of men. They were the crew of the Italian vessel Famiglia Cavallo, and had been in the boat three and a half days, having abandoned their ship on her beam ends. They were taken aboard the Evangeline, which arrived in the Thames on Monday.”

FANNY [8/12/1809] (DNR) – Caledonian Mercury, Monday, 11/12/1809:

“The Fanny, Maddick, from Malaga to Dublin, arrived at Milford, must unload there in consequence of damage sustained by being on shore at Scilly.”

FANNY [10/1820] (TL) - Times Newspaper Saturday, 4/11/1820:

Extract from a letter from St. Mary’s, Scilly dated 24/10/1820:

"On Sunday last we experienced one of the severest gales from the south-west that has been known here for several years. It was impossible to stand in any open part of the island. About five o’clock in the evening, which was the time of high water, spring tide, the scene was tremendously interesting."
The sea, rushing, with a violence that seemed to threaten devastation to all before it, into St. Mary’s Roads and pool, burst over the quay with incredible force, and spray flew over the tops of the highest houses, into the street. Quantities of sea-weed were even thrown on the roofs of some of those houses by the strength of the surge. Most of the cellars, courtlages, &c., on the south and west sides of Hugh Town were overflown. Providentially no great damage was sustained, as there were but few vessels here. A large ship from America, which had gone on shore before, and was with great difficulty brought into the pool, and moored, on Saturday last, again dragged her anchors a considerable way, and got foul of some small craft, but without doing them much injury. His Majesty’s brig, Shamrock, lying at Old Grimsby Harbour, Tresco, was in such imminent danger, that the crew were obliged to cut away both her masts. The Fanny a fine boat of about 20 tons, employed in the preventative service, was driven from her moorings, and literally dashed in small pieces on the rocks on the east side of the harbour of St. Mary’s. Some of the poor fellows belonging to her had a very narrow escape from drowning in their endeavours to carry out a cable and anchor in a small punt, which was smashed. Many of the houses shook violently; and, had the storm raged from the south-east, the whole town, which is situated on a low sandy isthmus, would have been again inundated. As it was, the sea was not more than a foot below the level of the greater part of the buildings. The general view—a town menaced with destruction by a furious sea on either side— the waves flying up over the loftiest cliffs, and sending showers of spray over the adjacent lands— the neighbouring islands gloomy in mists and clouds—the struggles of the anchored vessels— and the expressive countenances of those islanders whose curiosity had drawn them towards the principal scene of elemental violence— was such as I never saw before, and, notwithstanding any supposed partiality for the sublime, would certainly never wish to see again."

FANNY [c.28/5/1841] (AD) (Sal) (RNR) – Morning Chronicle, Thursday, 5/8/1841:
“Picked up on the 28th May, off Scilly, a boat marked ‘Fanny of Greenock, T. S. Stoyler’ by the George, arrived at St. Vincent’s.” Fate of this vessel needs investigating, re other missing vessels.

No other information found.

FANNY ANN [2/793] (DNR) - Lloyd’s List: Fri. 15/2/1793, No. 2480:
“The Fanny Ann, James, from Milford to London, is put into Scilly, after being on Shore.”

PANTEE [6/10/1949] (TL) – Torbay Express and South Devon Echo, Saturday, 8/10/1949:
“Scilly Islanders and members of the crew denied today that looting had occurred on the Fantee.
The 6000 ton, Elder Dempster motor vessel, Fantee, from Liverpool grounded on Thursday on the Seven Stones Reef, off Land’s End.”

One of the Fantee’s officers reported that it was all a misunderstanding saying that because the Islanders boats went out, they were after loot. In fact, everything recovered was handed to the customs, importantly all 58 crew were saved. The Fantee has since broken up and the after part has disappeared.

Good reports in Sl & WoS page 172.

FEDERE [5/1941] (TL) (WL1) - 3,692 gross tons, defensively-armed, 14/5/1917, 70 miles SW ½ W from the Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

FAVOURITE [5/1814] (DNR) – Caledonian Mercury, Saturday, 14/5/1814:
“The Favourite, Wood, from Plymouth to Bilboa, put into Scilly 1st inst., leaky, but it was expected would proceed on her voyage without discharging.”

FEDE [5/12/1916] (TL) (WL1) – A war loss recorded in Sl. Torpedoed by a German Submarine. Lloyd’s Confidential War Loss Record WW1, page 75.

Italian steamer Fede, was sunk by UB29 (or UC19 - sources are uncertain) 35 nautical miles S of Bishop Rock. Ref. wrecksite.eu

FELICE QUEIROLO [9/1887] (TL) – Shields Daily Gazette, Tuesday, 6/9/1887:
“The master of the Coot’s, at Liverpool, reports on the 3rd, off Longships fell in with Kate Crosby’, Havre, to Philippines, which vessel had picked up 11 of the crew of the Italian barque Felice Queirolo. Antwerp to Genoa, on the previous day, the barque having foundered. The Coot took the crew on board and landed them at Liverpool.”

Royal Cornwall Gazette, Friday, 30/3/1888:
“The Mayor of Bideford read a letter he had received from the Board of Trade, to the effect that the silver medal had been awarded by the Italian Government to Captain J. Hanson, of the British ship Kate Crosby, of Belfast, in recognition of his services in rescuing the crew of the Italian brigantine Felece (sic) Queirolo, wrecked in September last off the Scilly Islands.” There is more detail in the report but not much about the wreck incident itself. *Assumed the correct spelling.

FELICITI [13/8/1783] (TL) – Reading Mercury, Monday, 1/9/1783:
“London, Tuesday, August. 16; Friday advice was received of the ship Feliciti, for Havre de Grace, from St. Domingo, with a valuable cargo, being driven by tempestuous winds on one of the Scilly Islands, and lost: The Captain and sixteen of the crew were drowned, but part of the cargo was saved.”
**FELICITY** [7/5/1773] (TL) – New Lloyd’s List: Fri. 7/5/1773, No. 430:
“A Ship, Name unknown, from St. Domingo to Havre, is lost off Scilly; the Captain and 10 Men saved, with about 40 Tons of Cotton.” Later; New Lloyd’s List: Tues. 25/5/1773, No. 435:
“In ours of the 7th inst. a Ship from St. Domingo to Havre, lost off Scilly, proves to be the **Felicity**.”
Different story in the Caledonian Mercury, Saturday, 29/5/1773:
“On the 17th of last month, the ship **Felicity**, of Havre de Grace, bound from St. Domingo to that place, laden with sugar, coffee, cotton, &c. was driven on one of the Islands of Scilly, and lost, together with the greatest part of her cargo; and the Master, Chief Mate, and sixteen other people, were drowned.”

**FELICITY** [12/1790] (TL) - Times 3/12/1790.
“The **Felicity** revenue cutter was drove on shore on Sunday last off Scilly, and totally lost; the crew were taken up by a fishing boat who landed them at Scilly; the cutter had on board upwards of one thousand anchors of brandy and Geneva, besides near two tons of tea, &c. which she had seized out of a smuggling cutter, notwithstanding two of the **Felicity’s** crew were put on board her.”

**FELICITY** [9/1889] (TL) – An Italian brigantine, wrecked in heavy seas. Recorded in IOSM, SL & WoS. See **Felice Queirolo**.


**FERNDENE** [24/4/1917] (TL) (WL1) - 3,770 gross tons, defensively-armed, 24/4/1917, 150 miles W from Bishop Rock, torpedoed without warning and sunk by submarine. Nine lives were lost including the Master. Ref. naval-history.net

**FIERY CROSS** [3/7/1915] (TL) (WL1) – Newcastle Journal, Thursday, 8/7/1917:
“The crew of the Norwegian barque **Fiery Cross**, which was sunk by a German submarine, as already reported, were paid off at Swansea. The following receipt was given by the commander of the submarine to the master (Capt. Gedde): Translation: Scilly Isles, 3rd July, 1915. Certificate: I hereby certify that I have sunk the Norwegian barque **Fiery Cross**, Capt. John Gedde, on the 3rd July, 1915, at 6 p.m., as she had contraband (lubricating oil) for France on board. – Commander of the German Submarine, Forstmann, Capt. Lieut. The official stamp bore the words ‘Imperial Maritime. – His Majesty’s Submarine U--.’” Lloyd’s Confidential War Loss Record WW1, page 18. Reported in SI & WoS page 185.

**FIFE** [2/3/1838] (DNR) - Times: Monday, 19/3/1838, Issue 16680: “Scilly, March 9. – The **Fife**, from Newport to London, which was on shore at this place on the 2nd inst. Has been got off with trifling damage, after discharging part of the cargo.”

**FINANCIER** [5/9/1783] (TL) – New Lloyd’s List: Tues. 16/8/1783, No. 1499: “The **Financier**, Lobec, from Charles Town to London, was lost on the Island Scilly (Annet), and three Men drowned; a very small Part of the Cargo saved.” Also another Vessel was lost at the same Place, Name or Voyage not mentioned. Useful report in SI & WoS page 87.


**FIREBRAND HMS** [22/10/1707] (TL) - Smith Sound, WoS page 44.
Scillonian Magazine. 214/9: Discovery by Mark Groves (The Roland Morris diving team.) The Bell, dated1692, was recovered. Location: N49-53-256; W006-21-301. See also **Golden Lyon**.

**FIVE SISTERS** [c.11/1880] (PTL) – Dundee Advertiser, Wednesday, 13/10/1880: “Fears are entertained respecting the safety of the schooner Five Sisters, of Goole, which left Hull for Weymouth, and was last seen in the Downs during the storms between the 5th and the 7th inst. An empty boat and wreckage have been observed off Weymouth. Nothing has been heard of her crew of five men.”
Cornishman, Thursday, 4/11/1880:
“Picked up at St. Mary’s, on the 31st ult., the stern of a ship’s boat, with the words **Five sisters**, Goole, Thomas Lowther.” This wreckage is exceptionally well spread? More detail required.

**FLAMINIAN** [29/3/1915] (TL) (WL1) - Times: Thursday, 1/4/1915, Issue 40817: “The torpedoing of the Ellerman liner **Flaminian** off the Scillies involves one of the most expensive casualties since the opening of the submarine campaign. The liner was outward bound from Glasgow and Liverpool to South Africa, and is the first in that trade to have been lost through the war peril. She was 3,440 tons, built last year, and valued at £40,000. Her general cargo may be estimated to have been worth at least £100,000, so that, allowing for freight, £150,000 would be a moderate estimate of the total interests.”
Flaminian, 3,500 gross tons, 29/3/1915, 50 miles SW by W from Scilly Isles, captured by submarine, sunk by gunfire. Ref. naval-history.net
British Merchant Ships Sunk by U-Boats, 1914 to 1918.
Lloyd's Confidential Ships War Loss Record WW1, page 9.
Limited detail in SI & Listed in WoS as the Flaminian, page 182.


FLINK [18/3/1867] (TL) – Northern Standard, Saturday, 30/3/1867:
“The barque Flink, Stuve, of Swinemunde, from Liverpool for Memel, with salt, foundered off Scilly on the 18th inst.; crew saved.” IOSM has the master as Stawe. The Little Western took her in tow but she foundered four miles off shore.

FLORENCE [8/12/1872] (PTL) – Royal Cornwall Gazette, Saturday, 14/12/1872:
“A story of true heroism and goodness of heart which is not often recorded has now come to light. A fine steamer named the Florence, from Cardiff bound to an Italian port laden with fuel, was caught in a terrible hurricane off Scilly, and, after making almost superhuman efforts to keep their ship afloat the crew gave up all as lost, and burnt torches and flare-ups to attract attention. About ten o’clock at night, a steamer, the Edgar, of Newcastle, Capt. Smith approached but the fearful weather prevented them giving any assistance. The Edgar then left to return, however, about one o’clock the next morning, when she endeavoured to put her life boat out. This was then found to be impractical and again the Edgar disappeared. About four o’clock the next morning the Edgar was seen approaching the third time despite the fearful weather. The wind having now slightly moderated, the Edgar put out her lifeboat, into which seven brave seamen went. With intense eagerness her progress was watched by those on board both vessels; the one crew fearing for their own comrades, the other for themselves. After a desperate struggle with the foaming billows the sinking steamer was reached, and the nineteen men slung themselves into the boat, and presently stood in safety on the Edgars’s deck. Nor was this the only reason to be grateful to their deliverers. They gave up their own berths to the half-dead crew of the Florence, supplied them with their own dry clothes, fed the famished men with the best the ship’s stores contained, and landed them at Falmouth as thankful for their kind treatment as for their preservation from imminent death.”

FLORESTA [15/2/1875] (TL) – Sheffield Daily Telegraph, Saturday, 20/2/1875:
“The barque Floresta, of Sunderland, Captain Wente, from Tagenrog for Cork, with wheat, left Falmouth on Saturday, at four a.m. On Sunday she struck the Seven Stones, a dangerous cluster of rocks, two thirds of the distance between Land’s End and the Scilly Isles. A dense fog prevailed and the vessel speedily filled and foundered. The port lifeboat, with four hands in charge of Mr. Wilkie, chief officer, requested to be taken off. The port lifeboat, with four hands in charge of Mr. Wilkie, chief officer, succeeded in getting aboard both vessels; the Flossie, of Guernsey, left in her boat and were picked up by the lugger Josephine Olander.”
Lloyd’s List: 16/2/1875, No. 18,976.
Some detail in IOSM, SI & WoS page 167.

FLOSSIE [23/10/1880] (AD) (PTL) – The Star, Thursday, 28/10/1880:
“Castilian crossing the Bay of Biscay: On Oct. 23, at noon, in lat. 50 19 N. & long 6.55 W., sighted a vessel showing signals of distress, bore down to her and she proved to be the Flossie, brig, of Guernsey, bound from Brest to Swansea in ballast, with pumps choked and making water, the ballast having shifted during the gale, which caused the vessel to have a heavy list. The captain wished to be towed to Scilly or other port of refuge, but owing to the strong gale blowing at the time from E.S.E., with heavy sea, the Flossie could not be towed with safety. The crew refused to stay by her, and the captain requested to be taken off. The port lifeboat, with four hands in charge of Mr. Wilkie, chief officer, succeeded in taking off the crew seven in number.”
Lloyd’s List: 25/10/1880.

FLOWER OF EDINBURGH [12/1835] (AD)(TL?) – Bell’s Weekly Messenger, Monday, 4/1/1836:
“Deal, Dec. 29: The Flower of Edinburgh, from Vigo to London, was abandoned 21st inst. about 76 miles S.S.E. of Scilly. Crew saved by the Ocean, Stewart, bound to Constantinople, which vessel was spoken with in lat. 45. long. 10. by the Rapid, Rosewell, arrived in the Downs.”

FLY [19/2/1781] (TL) – Reading Mercury, Monday, 26/2/1781:
“The Fly, privateer belonging to Jersey, was totally lost the 19th inst. Near Scilly, and all the crew perished.”

FLY [2/12/1837] (TL) - This Fly was the Samson Islander’s cutter. It had been purchased from the St. Agnes islanders the year before. It smashed to pieces on the island rocks during a winter storm. IOSM page 65.

FLYING FISH [1736] (TL) – Reported in IOSM, page 16 as ‘wrecked’. No other references found.

FLYING FISH [10/1840] (DNR) – London Evening Standard, Saturday, 17/10/1840:
“The cargo of the Flying Fish, from Liverpool to Syra, has been discharged very much damaged.”
The **Flying Joan** was described as an armed Pinnacle of 120 tons. John Chidley was her Captain and she had a crew of 25 men. A fleet under Sir Walter Raleigh, equipped at his own private expense, that numbered 13 ships in all, left Plymouth for the west indies on the 12/6/1617. The mission was to seek El Dorado; the fabled city of Gold. When just 8 leagues west of Scilly these ships were scattered by a storm. Most of these vessels made it in relative safely back to port. However, one ship, referred to simply as: a fly boat, under Captain Sam King, was blown way up into the Bristol Channel and went ashore there. Also, somewhere, the full circumstances and exact position as yet unknown at Scilly, the **Flying Joan** is known to have come to grief and sunk. It appears that the crew got away, as not long after the incident Captain Chidley rejoined Raleigh on another ship to complete their intended voyage. The fact that Chidley and his crew were saved may be pointing towards the circumstances in which this ship sank possibly being in among the islands. It is not inconceivable to see a ship come to grief around Scilly only to sink inside the archipelago. There have been many such instances.

Note: A Tudor Wreck found by IMAG in St. Mary’s Roads. This wreck was dubbed ‘**The Lizzy**’ as its remains appear to be of the Tudor (Elizabethan) period. The Media possibly incorrectly assumed (and prematurely reported) that this was the remains of the **Flying Joan** mentioned above. Indeed, laying on top of these wooden remains are three very old guns which have been identified, by two separate experts, as sakers and originally cast somewhere between 1560 to 1585. However, as iron guns were often in service over long periods of time, means that the wooden remains beneath the sand could easily be a wreck of a later date. Wood samples were taken of the hull structure of the ‘Lizzy’ site for dating by English Heritage, but these sadly proved to be inconclusive. However, the authors believe this ship to have been a Cog and possibly earlier in date than the guns it carried. A broken swivel gun, with its horseshoe still attached, lays about 50m away from the South West of this wreck.

Location: WGS84, N49-55-375: W006-19-583:

**FOAM** [16/4/1852] (AD) (PTL) –Limited detail in SI & WoS page 178. Only report found so far is in the Morning Chronicle, Friday, 30/4/1852:

“Falmouth, April 28: The **Foam**, of Wexford, from Cardiff for Wilmington, was abandoned in a sinking state, on the 16th inst., in lat.50 N., & long. 15 W.: Crew saved.”

**FORESTER HMS** [13/2/1833] (DNR) – Times: Saturday, 23/2/1833, Issue 15096:

“Loss of His Majesty’s Ship **Forester**: St. Martin’s Island, Scilly – The 13th instant His Majesty’s Ship Brigantine **Forester** parted from her anchors, and was driven on shore at Crown Bar, and from thence to Crouther’s Point, where she bilged. The Commander, Lieutenant W. H. Quin, at the time she parted was on shore for the purpose of procuring an anchor and cable in lieu of one he lost on the previous day; but finding the brig had parted before he could embark, he immediately made sail in a pilot-boat, and had not proceeded far when the gig belonging to pilot-boat swamped and from the tremendous hurricane that was raging he unfortunately failed in getting aboard, and was driven past his ship. In a very short time the sails of the boat were blown to pieces, but he succeeded in getting three volunteers from her to proceed in the punt, and was at last driven on shore on St. Martin’s Island, Scilly (after having been several hours on the water), and it will easily be supposed, in a state of great exhaustion. Shortly after he left the pilot boat she went ashore on the rocks, where she was wrecked, and it was with the utmost difficulty that the crew belonging to her saved their lives. On the brig getting on shore on the rocks the swinging boom was got out, and the gunner (Mr. Shallo) took a line and endeavoured to take it on shore, but unfortunately the boom struck him against the rocks so severely that he was obliged to abandon the attempt, and was dragged almost exhausted on shore by the preventing men. Mr. B. A. Wake, midshipman, then secured a line, and made it fast around him, and succeeded in giving the line to the people on shore, by which means a stout hawser was hauled to land, by which most of the ship’s company saved themselves – thus effecting a landing on the rocks though the surf. Not knowing the state of the tide, fears were entertained that the brig would drift off the point again, and the commanding officer in consequence gave orders for the men to get on shore as quick as possible, but the tide being ebbing she was left at low water high and dry, and with the help of the people on shore nearly all the stores &c., have been taken out of the ship, and, as she is not much damaged, they hope when she is clear to haul her off the rocks to the sandy beach. The escape of the commander in the boat, after the other two had been wrecked, was little short of a miracle, being a mere cockle shell, and exposed to tremendous sea that was running.” (Devonport Telegraph).

During researching Admiralty pattern anchors lost in St. Mary’s Roads, (as we have found and are trying to identify one such item – IMAG) we came across this letter about a sixth rate warship, **Forester**, that must have been anchored within the immediate vicinity of the large anchor we raised from south of Nut Rock, and not anchored near Crow Bar as has been previously reported. A newspaper of the time stating: “On the 13th inst. in a violent gale from the West, His Majesty’s ship **Forester**, from Plymouth to the coast of Africa, (for suppression of the slave trade) parted her chains and drove out of St. Mary’s Roads but was brought up by striking Crow Bar.”
The letter below was written from ‘Watch House’ on St. Martins Island. Sadly, being only a sixth rate warship (Brig), the Forester's anchors would be too small to have been our find; and, being from 1833 quite probably of a slightly differing style to ours too. However, the letter referring to the Forester incident is well worth a read. It was written by a midshipman named Wake, whom was then in charge of the ship; as the Commander, Lieut. W. H. Quin, was reported at the time to have been: ‘on shore procuring an anchor and cable, in lieu of the one lost on the previous day’. When realising the Forester was again dragging, Lieutenant Quin tried desperately to get back on board by taking a pilot boat back to his ship. Unfortunately, the boat was reported to have become swamped: ‘from the tremendous hurricane then raging, and was driven past the ship’ As a result, Quin, never made it back on board until after the Forester went aground. As a consequence, Midshipman Wake was left in command, and, as you will read in the letter, he literally went overboard in his efforts to save the ship and crew. Not only does Wakes letter give the real facts surrounding this saga, it also gives one an insight into what those on board were thinking, feeling and going through, whilst trying to ride out a ‘perfect hurricane’ at Scilly.

Letter by Mr. Wake, an officer on board HMS Forester, to his father Dr. Wake.

To- Dr. Wake. Blake Street. York.

From- Watch House, St. Martins, Scilly. February 15. 4 o'clock, AM.

‘My Dear Father,

I have a short but dismal tale to tell you which perhaps you will be in some degree prepared for, by previous reports of the heavy westerly gales, which, after much buffeting, have at last wrecked the little Forester on this Island. Since we left England, we have had scarcely anything but gales; after being out about two days our chronometer was broke, and we put back to Falmouth, sailed the next day, and in the Bay of Biscay encountered an heavy south wester, which obliged us to lay too for a week, in which the crew suffered a good deal from cold and wet. We were at last enabled to bear up for Scilly, and anchored at St. Mary's (Scilly), about ten days ago. Three days ago, we parted our best bower, for the second time within a week. On the 13th, a heavy westerly gale came on. We dined at two, in the gun room, and the whole conversation was, what would happen if the ship went adrift (scarcely, however, thinking our fate was so near) After dinner I relieved the deck, and reported a heavy squall coming on. Miller, a midshipman, and a great friend of mine, was just saying to me, 'I wish the sheet was down.' The Sheet and Stream anchors (our last hopes) were very smartly let go, and we had the happiness to see them bring the ship up (i.e. hold her). You may fancy our anxiety, having no pilot on board. We made signals of distress, but before any assistance could reach us, our sheet parted, and away we went, we scarcely knew where. About six, we began to touch the bottom, and, to our joy, the commander of the coast guard and lieutenant Pike (a passenger on board the Forester) came on board; our hopes soon vanished when the former told us, he had no hopes of getting us to sea. He left us to our fate, telling us, our only chance was to run the ship on shore at the best place we could, and to hoist the boats out, and try to save the ship's company. Our state was then very bad, the ship, bump, bump, bumping, on the ground, the spray flying over her, the rain pouring, and the lightening flashing, and, what was most dreadful of all, the ships company in a desperate state; some of the best sailors had prepared themselves for their graves in beastly drunkenness, the rest with the exception of all the officers, two or three fine fellows, and some of the marines) were in a state of utter helplessness, partly from fear, partly from awkwardness, and partly from bruises. The Cutter was suspended in her tackles, and ready for lowering in the water, but only one hand was in her to cut the tackles; I jumped into her bows, and we cut the tackles; the boat had scarcely touched the water when she was dashed against the ship and sunk; by the mercy of providence I got hold of a rope, and raised myself high enough to allow them to haul me on board. My poor companion had not the same good fortune; for, just as I got safe, the ship, having cleared the ground, again flew ahead and the poor fellow quitted his hold. I ran down to my cabin, thanked God for my escape, shifted my clothes, put my pistols, primed and loaded, into my pocket, (in case of mutiny) my *honorary medallion, and a lock of dear Charlotte's hair, kissed all your pictures, and went upon deck in very good spirit. The ship was running we knew to her destruction, and the only thing we could do was, to get her as near the shore as possible. Between six and seven she grounded on a sand bank, and hung 'til nearly high water, when she again flew ahead. In a short time, we saw lights on a rocky point, which we steered for, and ran the ship on the shore within twenty yards of the rocks; the swinging boom was then rigged out and just touched the rocks. The gunner put the end of the line round his neck, and attempted to take it on shore; he reached the shore, but was obliged to let go the line, and got a good deal bruised. I made the next attempt, and was fortunate enough to succeed. When I got near the end of the boom the ship gave two rolls, and soused me under water, but I held on the line between my teeth and scrambled up the rocks, and got safe without a scratch. Having learnt the situation of the ship, I was anxious to get on board again, to desire them to secure the ship in her present situation; my bridge, however, broke in pieces before I could attempt it. A hawser was then hauled on shore, by which about sixteen people came on shore; the forecast then fell and carried away the hawser.
I then hailed the ship to tell them then they were safe, and not to attempt sending any more people on shore. In a few hours the tide left the ship dry upon the rocks.

P.S. The above was written in my sleeping hours; the hands are now turned up, and I must go to duty.

"February 16: At high water we are going to attempt to get the vessel off the rocks; as her bottom is full of holes, it is doubtful if we shall succeed in getting her round to the sandy beach. Nearly every thing is saved from her (thanks to the Scilly men). Our own people are mostly in a bad state of health; but they work pretty well now. We shall get round to Plymouth, perhaps in a fortnights time. Or, perhaps, less. Don't be uneasy, the dangers are all past. A Large Indiaman lying at the same anchorage is wrecked; having been saved. I must now conclude, and believe me ever your affectionate son,
B. A. Wake".

"I dare say the date of this letter, Watch House, will rather surprise you."

That same night a large free trader 'Providence', of 700 tons was also driven from the anchorage to Crow Bar, and nearly all the pilot boats belonging to the different islands were also reported as having been wrecked in that fearful storm. On Thursday the 28th, The Forester, was reported as towed back to England by the steamer Rhadamanthus. She was then taken to dry dock for inspection and:

"found to have knocked off her keel from stem to stern-post and to have injured some planks and timbers in her bilge."

The Evening Mail, 11/3/1833:

"The Tavvy lighter arrived at Plymouth on Monday, from Scilly, with the Forester's guns and stores."

*The Honorary medallion mentioned in the letter, was given to Mr. Wake by the Humane Society, for his intrepidity in preserving the lives of two men from drowning in a separate and previous incident elsewhere.

Naval Chronicle. Yorkshire Gazette, 2/1833.
The United Service Magazine Vol. 11.
The Nautical Magazine Vol. 2.
Royal Cornwall Gazette, 23/2/1833.
Lloyd's List: 19/2/1833.
West Briton, 22/2/1833.

Excellent reports in SI & WoS, page 144.

FORTITUDE [12/1809] (FFU) – Public Ledger and Daily Advertiser, Tuesday, 5/12/1809:

"Fortitude, Morello, from Minorca to London is on shore near Scilly."

Lloyd's List: Tues. 5/12/1809, No. 4413.

FORTUNA [12/1809] (FFU) - Lloyd's List: Tues. 5/12/1809, No. 4413:

"The Fortuna, Merritt, from Minorca to London, is on shore at Scilly."

FORTUNE [28/2/1759] (TL) – Leeds Intelligencer, Tuesday, 20/3/1759:

"A snow called Fortune, with lemons, drove ashore at Scilly and beat to pieces: 220 chests saved, and sold at 3s 9d each chest."

FORTUNE [13/2/1802] (TL) - Times: Monday, 8/3/1802, Issue 5359:

"The Fortune, Wiseman from London to Dublin, was lost on the Seven Stones, near Scilly, on the 12th ult. Two pilots from Scilly drowned; the Captain and crew saved."

Four pilots boarded the derelict but it sank rapidly, no record as yet of the two Pilots names

Royal Cornwall Gazette, 20/2/1802:

"St. Mary's, Feb. 12. This morning at eleven o'clock, the brig Fortune, of Bamff, from London bound to Dublin, laden with a valuable cargo of merchandise, struck on the Swan Stones (sic), about three leagues from this island. The crew remained on board about an hour; but finding the water increasing very fast, they were obliged to leave her, and were picked up by a Yarmouth brig, and safely landed at this port. A pilot-boat boarded the vessel after the crew had quitted her; but the pilots, four in number, had not been on board but a short time before the vessel foundered in forty fathom of water, and two of them were unfortunately drowned."

Lloyd's List: Fri. 19/2/1802, No. 4231.

See also report in WoS page 164.

FOSCOLO [11/1875] (DNR) – Dundee Courier, Saturday 27/11/1875:

"The Toscolo (Italian barque), from Monte Video for Dundee, with bones and scrap iron, struck the Seven Stones at 2 p.m. on the 23rd inst., and was run ashore two hours after on Crow Bar in a sinking state. A gang of men and force pump employed last night could not keep the water under. The vessel has since been partly stripped."

London Evening Standard, Monday, 29/11/1875:

"Scilly, Nov. 26: The Toscolo, Italian barque, was got off Crow Bar this afternoon, and brought by steamer within St. Mary's Pier."

FOUR BROTHERS [4/1817] (DNR) – Public Ledger and Daily Advertiser, Monday, 14/4/1817:

"The Four Brothers, Barnes, from Waterford to London, put into Scilly on the 7th inst. with loss of maintop-mast."
FRANCES JANE [28/5/1870] (DNR) – Liverpool Daily Post, Wednesday, 1/6/1870:
“The Frances Jane (schooner), from Runcorn for Plymouth, ran on the Bartholomew Ledge, Scilly, on the 28th inst., but was assisted off, making much water and stern split.”
Additional detail in IOSM: The master was John Lavery who thought he was in Whitesand Bay, passing between the Longships and Land’s End.

FRANCISCO [1802] (TL) – Reported in the IOSM, page 42:
“A brig from Majorca for London, lost on the Western Rocks.”

FRANCISCO [7/2/1811] (DNR) - Caledonian Mercury Issue 13914, 23/2/1811:
“The ship was driven ashore and wrecked in the Isles of Scilly. She was on a voyage from Malta to London.”
Also; Lloyd’s List: Tues. 19/2/1811, No. 4538:
“The Francisco, Gelle, from Malta to London, was driven on shore at Scilly, 7th inst., and is full of water. Part of the Cargo is saved.”
Extra detail in IOSM. Only listed in SI & WoS.

FRANCOISE (LA) [30/11/1786] (Incident) – Saunders’s News-Letter, Friday, 22/12/1786:
“Scilly, Nov. 30. – This morning at day-light was descried, amongst the western rocks, near the island of St. Agnes, a vessel apparently on the brink of destruction; however, a boat gained her in time to preserve her, and she is safely moored in St. Mary’s. She proves to be La Francoise French brigantine, about 100 tons, belonging to Cherbourg (sic), last from the great bank at Newfoundland, with cod fish. The weather had been so bad and the scurvy so severely afflicted the ship’s crew, that when they were boarded only one man (the second mate) was capable of standing the deck. Out of eleven souls, the Captain and four men died on the passage. Of those that remain, one is at death’s door and three incapable of the least duty. Had not cooked victuals for the last month, or swallowed any thing hot. Sailed from France in March last, and have not touched any port, or been on shore since.”

FRAU MINNA (MINI) PETERSON [4/8/1911] (TL) – Cornishman, Thursday, 10/8/1911:
“About seven o’clock on Sunday morning there landed at the Barbican, Plymouth, from an ordinary open boat, seven seamen, comprising the crew of the Norwegian schooner Frau Mini Peterson vessel was run into and sunk a few miles off Land’s End late on Friday night. The Frau Mini Peterson is a ship sailing under the British flag, and of some 180 tons. She was on a voyage from Bervie to Hamburg with a cargo of phosphate. Everything went well until the vessel got to the south of England. When about twelve miles west of the Seven Stones Lightship, and about thirty miles from Land’s End, she was run into by a French steam trawler. The name of the French vessel is unknown, but it is stated she struck the Frau Mini Peterson amidships, nearly cutting her in two.
So great was the damage done to the Norwegian vessel that she began to fill rapidly, and, it is stated, sank in about five minutes. The French trawler was hailed, and their captain asked if the Frau Mini Peterson was making any water, and when informed that she was, he replied that he would take the crew off. The French boat pulled in her trawl, but greatly to the astonishment of the crew on the sinking ship, turned round almost immediately, and the last that was seen of her was her stern lights. Seeing the great danger they were in, the crew of the Frau Mini Peterson quickly got into the ship’s boat before the vessel went under. Fortunately, all of them managed to get away from the ship safely, but the whole of their belongings went down with her. The crew, which, as already stated, numbered seven then set about rowing to Plymouth, which place they reached on Sunday morning.”
Note: The Editor of the newspaper queried why they had not taken a shorter route.
WoS page 170.

No other reference found.

FREDERICK [c.11/1793] (DNR) - Times 14/11/1793:
“Tuesday advice was received from Scilly with an account of the Frederick, letter of marque, belonging to Liverpool, having put into that place, with the loss of all her masts, rudder and rigging, in great distress, after being chased by a French frigate; the frigate in chasing her drove on shore, within one league of Scilly, and is supposed will be lost.”

FREDERICK [29/3/1878] (TL) – York Herald, Saturday, 6/4/1878:
“A Norwegian brig (Meenstadt) has brought to Hayle, Cornwall, two sailors, survivors of the schooner Frederick, of Llanelly, which sank on Friday night off Scilly, after being in collision with the brig. The captain, mate, cook, and mate’s wife went down in the vessel. The two men saved jumped on the brig.”
Lloyd’s List: 2/4/1878, No. 19,948.
Excellent detail in SI
FREDERICK WILHELM IV [14/1/1857] (TL) – Royal Cornwall Gazette, Friday, 23/1/1857:
“The Fredrick Wilhem IV, was salved off Scilly on the 14th, and brought into Penzance on the 15th, by Henry Stiddeford and six other, of the pilot boat Rapid, of Grimsby, Bryer (sic), one of the Isles of Scilly. The pilots found the ship in distress, with a French barque alongside, and part of the latter’s crew on board. The Frenchmen returned to their vessel and the Scilly men brought the Fredrick Wilhelm in safe to Penzance. They claimed 600l., but the bench awarded 150l., each party to pay their own costs.”

“Telegram from Scilly states: On the 12th inst., during a gale from the east, French chasse-marée Frere et Soeur, of Vannes, Swansea for Charlestown, coals, drove ashore east side of St. Mary’s Island. Captain and mate saved, three of the crew drowned; vessel broken up.” IOSM & WoS page 104.

FRIAR TUCK [2/12/1863] (TL) - Times: Friday, 4/12/1863, Issue 24733:
“On Wednesday, the Friar Tuck, of Liverpool, from China, laden with tea for London, drove ashore at Scilly St. Mary’s.” Excellent detail in IOSM, SI & WoS page 107.

“The Fride was a missing Swedish brig which left Le Havre on the 30th July, and was last seen on the 6th August just prior to a severe S.W. gale. A chest of drawers was discovered 12 miles E.S.E. of St. Anthony Head containing ship’s papers, bills, foreign money.” Good report in SI.

FRIENDS [1/1805] (DNR) - Lloyd’s List: Tues. 8/1/1805, No. 4181:
“The Friends, Peace, from Bristol to Exeter, is put into Scilly leaky and must discharge.”

FRIENDS [4/1853] (DNR) - Times: Tuesday, 19/4/1853, Issue 21406:
“Scilly, April 16. – The Friends, from Newport for Southampton, is leaky, having been on shore, and must discharge part of her cargo.

FRIENDLY EMMA [5/1/1813] (TL) – Bell’s Weekly Messenger, Sunday, 10/1/1813:
“The Friendly Emma, from St. Vincent’s to Bristol, foundered about 250 miles to the westward of Scilly, the crew saved by the Lady Sherbrook from Halifax.” Also; Lloyd’s List: Tues. 5/1/1813, No. 4734.

FRIENDSHIP [26/1/1758] (TL) – Lloyd’s List: Fri. 10/2/1758, No. 2305:
“The Friendship of Carnarvon, from London for Bristol, was lost near Scilly the 26th ult.” Also; Manchester Mercury, Tuesday, 21/3/1758: “From among the Fleet that arrived here Thursday last the 9th inst., the Friendship Merchantman is missing: There are several Gentlemen here whose Effects are on board her, waiting with Impatience; but we hear there were some Privateers lurking about the Fleet, ‘tis feared some of them have picked her up, which is supposed to be chiefly owing to her not keeping near enough to her Convoy.”

Interesting report, but no evidence to suggest they are the same vessel.

FRIENDSHIP [9/12/1779] (TL) – New Lloyd’s List: Fri. 24/12/1779, No. 1122:
“The Friendship, Bleker, from St. Eustatia to Amsterdam, was lost off Scilly the 9th ult. three Men and some Women drowned; the Cargo, consisted of Tobacco, Coffee, Cotton, Indigo, &c. A great Quantity of Tobacco is come on Shore much damaged, and is expected Part of the Stores will be saved.”

FRIENDSHIP [1/1789] (DNR) – Hereford Journal, Wednesday, 14/1/1789:
“Scilly, Jan. 2. – Yesterday came in here the Friendship, Captain Vint, from Philadelphia for Ostend, under jury masts, and having three feet water in her hold, with most of the crew scarcely able to stand, owing to the fatigue of pumping night and day. She had been out three months and 11 days, and was short of provisions that the crew for 15 days had only one biscuit a day allowed them, and a pint of water.”

FURNACE [20/1/1758] (PTL) – Lloyd’s List: Fri. 10/2/1758, No. 2305:
“The Furnace, Park from London for Newry, is stranded off Scilly, but part of the Cargo will be saved.” Crow Sound, SI & WoS page 156. Referencing Sherborne Mercury, 13/2/1758 & 27/2/1758.

FURU [10/9/ 1916] (TL) – Steam Ship sunk at the same time as the Polynesia by bombs from German Submarine UB-18 (Otto Steinbrinck), northwest of Ushant (Ouessant).
There were no casualties. 55 miles S. of the Bishop Rock. Crews of both ships rescued.
Ref. www.kb.dk & wrecksite.eu
‘G’ Entries

**GAASTERLAND** [22/2/1917] (TL) (WL1) - “SS Gaasterland, built by Sir James Laing & Sons, Ltd., Sunderland in 1903 and owned at the time of her loss by Koninkl. Hollandsche Lloyd, Amsterdam, was a Dutch steamer of 3917 tons. On 22/2/1917, Gaasterland, on a voyage from Rotterdam to Sandy Hook, was scuttled and sunk by the German Submarine U-21 (Otto Hersing) 30 miles northwest of Bishop Rock. There were no casualties.” Ref. wrecksite.eu

Part of the 22/2/1917 Dutch convoy.

**GABRIEL** [12/1768] (TL) - Kentish Gazette December 1768.

“The ship, ‘Gabriel’ of Falmouth in Denmark, Jacob Hanson, master, bound from Chester to Dieppe, laden with lead, being obliged to come to anchor in the Bay of Porth Crozier, near St. Mary’s Sound, in the Island of Scilly, when the water ebbed she struck very hard and broke in pieces, part of the vessel and cargo saved.”

**GADSBY** [1/7/1915] (TL) (WL1) - 3,497 gross tons, 1/7/1915, 33 miles SSW from Wolf Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net (See also MAT.)

**GALLAWAY** [26/7/1763] (TL) – Lloyd’s List: Tues. 26/7/1763, No. 2873:

“The Gallaway, Smith, from St. Kitts for London, struck on the Seven Stones and immediately sank, but the Crew, except a black Man and Woman, were saved.”

**GALLIER** 2/1/1918 [TL] (WL1) - 4,592 gross tons, defensively armed, 2/1/1918, 7 miles E.N.E. from Wolf Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

**GALWAY CASTLE** [13/9/1918] (TL) (WL1) – Sheffield Evening Telegraph, Tuesday, 17/9/1918:

“Johannesburg, Monday: The torpedoing of the Galway Castle has aroused the bitterest resentment throughout South Africa, which hitherto had suffered little from German submarine piracy. The outrage, however, is expected to result in many hundreds of new recruits, indeed it can be regarded as the best recruiting stimulant received by the Union and Rhodesia since the sinking of the Lusitania and the murder of Nurse Cavell.” Aberdeen Evening Express, Thursday, 19/9/1918: Reports on the experiences of the sixth engineer, Mr. Alexander Davie.

wrecksite.eu: At 07.30 hrs. on 12/9/1918 when two days out from Plymouth, she was torpedoed by U-82 and broke her back. At the time she was carrying 400 South African walking wounded, 346 passengers and 204 crew members. So severe was the damage that it was thought that she would sink immediately and it was apparent that U-82 was lining up for another attack. In the rush to abandon ship several lifeboats were swamped by the heavy seas and many finished up in the sea. Some detail in WoS page 190.

**GAMEN** [8/9/1916] (TL) (WL1) - On 8/9/1916, Gamen, on a voyage from Barry to Algiers with a cargo of coal, was sunk by the German Submarine UB-18 (Otto Steinbrinck), 35 miles southwest of Bishop Rock. Ref. wrecksite.eu (See also MAT.)

**GARNET** [17/2/1795] (DNR) – Lloyd’s List: Tues. 17/2/1795, No. 2691:

“The Garnet, Lambton, from Halifax to Quebec, has been drove off the Coast of America, and put into Scilly in great distress, after being three months at sea.”

Lloyd’s List: Tues. 2/6/1795, No. 2721:

“The Garnet, Lambton, which put into Scilly in February last, after having been blown off the coast of America, sailed from St. Mary’s about ten days ago for London, and it is feared is since lost in a gale of wind.”

**GARTHCLYDE** [15/10/1917] (TL) - On 15/10/1917, Garthclyde, on a voyage from Clyde to Bordeaux with a cargo of coal, was sunk by the German Submarine UC-79 (Werner Löwe), 12 miles W1/4S of the Lizard. There were no casualties. wrecksite.eu (See also MAT.)

**GAULOISE** [15/1/1888] (TL) – Cornishman, Thursday, 19/1/1888:

“The French barque Gauloise, Haran, from Bordeaux for Porthcaul, with pitwood, has run ashore on Great Arthur, one of the eastern islands of the Scilly group. She lay on Sunday on a ledge of rocks with keel broken, her bottom damaged, and the water rising in her as the tide flowed. There was no probability of getting off the barque unless the cargo was discharged, and the position was not good for lighters going alongside for that purpose, though the water was smooth. The wind was from the east.”

Lloyd’s List: 16/1/1888, No. 15,723. Detail in IOSM & SI. The Figurehead is in the Valhalla Collection.

**GELLERT** [19/4/1879] (DNR) - Times: Tuesday, 22/4/1879, Issue 29548:

“At 4 o’clock on Saturday morning, ten miles’ south-west of Scilly, the Hamburg-American mail steamer Gellert came into collision with the brigantine Rozzeilla Smith, of Winsor, Nova Scotia, bound from New York for Rouen, with wheat. The Gellert was bound from Havre for New York, having sailed on Saturday morning. She had 300 passengers on board. The Gellert lost one boat, and the Rozzeilla Smith lost her foremost jib boom, main topmast, and some sails. Her topsides were crushed in, and she sprung a leak. The Gellert remained by the brigantine and took her in tow arriving at Scilly at 6 o’clock on Sunday evening. The Gellert left Scilly at 7 o’clock yesterday morning, having been given bail for £7,000.”

77
**GEM** [5/1/1867] (TL) – Reported in IOSM page 88. The *Gem*, carrying slate, foundered off the Bishop Rock. No other reference found.

**GEM** [14/4/1874] (TL) – West Briton and Cornwall Advertiser, Thursday, 16/4/1874:

“During the night the pilot cutter *Gem*, of St. Agnes, broke from her moorings, drove ashore, and went to pieces; a great loss to her crew, who are uninsured.”

Lloyd's List: 16/4/1874, No. 18,715.

Cornish Times 15/4/1874. More detail in SI.

**GEM** [21/11/1881] (TL) - Times: Thursday, 24/11/1881, Issue 30360:

“The Mail steamer from Scilly, which arrived at Penzance yesterday, brought intelligence that during a heavy gale which raged at Scilly early on Monday morning the steamer *Gem*, of Preston, parted from her moorings and drove ashore. The crew saved themselves in their own boat, and were brought to Penzance yesterday. It is expected that the *Gem* will become a total wreck.”

Cornishman, 24/11/1881:

“On Monday morning, about 5 o'clock, the screw steamer *Gem*, Capt. Parr, of Liverpool, drove from her moorings, in St. Mary's Pool, and went on shore at William's Bay (Porthloo). No lives were lost, but she is become a total wreck. The *Gem* was a small steamer, about 36 tons' register. She came in for coals, and was bound to South Africa, where she was to remain as a river boat. She was fitted for that purpose with two wheels, and a rudder set at each end. Capt. George Gibson, of Liverpool, was then in command, but has since left her.”

Lloyd's List: 24/11/1881, No. 21,086.

Detail in IOSM & WoS page 107. Excellent detail in SI.

**GEMMA** [9/9/1916] (TL) [WL1] - The cargo ship was sunk in the Atlantic Ocean 43 nautical miles (80 km) south west of the Wolf Rock, Cornwall, United Kingdom (49°16′N 6°10′W) by Submarine UB 23 (Kaiserliche Marine). Her crew survived. Ref. Wikipedia.

**GENERAL DEGOUTE** [1/1920] (DNR) – Dundee Evening Telegraph, Wednesday, 28/1/1920:

“A Lloyd’s Royal Exchange message says; the Belgian Steamer *General Degoute*, which went ashore on Scilly Island, was assisted off last night, and entered Barry. The damage is unknown.”

**GENERAL HAVELOCK / OCEAN WAVE** [7/10/1861] (Col) (TL) – Jersey Independent and Daily Telegraph, Monday, 14/10/1861:

“Plymouth, Wednesday: Yesterday afternoon Mr. John Davis, master and crew, 13 men, belonging to the brig *General Havelock*, 225 tons, of and from Newport with coals for Malaga, landed here in her long boat. On Saturday morning last, between 7 and 8 o'clock, when 70 miles' south-west of the Scilly Islands, the brig was running under full sail, the wind being north to north-east, a strong gale, with very thick weather. Another brig, also belonging to Newport, the *Ocean Wave*, about 300 tons, Captain Roach, from Porto Rico with sugar for London, hove in sight suddenly. She was on the port tack; her topsail gaffs were in, and the crew were reefing topsails. The brigs had nearly passed each other when the Havelock took 'a heavy yaw off' and would not answer her helm in time to clear. Her port quarter came in contact with the port quarter of the *Ocean Wave*. The *Havelock*'s stern was knocked out, and in 20 minutes she went down. Her crew with some difficulty got into the long boat and went on board the *Ocean Wave*, which sent them ashore when near the Eddystone. She received very little injury, and is gone up Channel. Mr. Davis and his men were immediately taken in charge by the honorary agent to the Shipwrecked Mariners' Society, who this morning dispatched them by rail to Bristol. Not one of the crew subscribes to this useful institution.”

**GENERAL NOTT / VALENTINE & HELENE** [2/3/1892] (Col) (TL) – Dundee Evening Telegraph, Saturday, 5/3/1892:

“The steamer *Bardentower*, Captain Millar, from Norfolk, Virginia, to Bremen, landed at Falmouth yesterday afternoon Captain Williams and the crew, fifteen in number, of the English barque *General Nott*, from Caleta Buena with nitrate for Hull. The steamer also landed Captain Jouanjean and the crew, sixteen, of the French barque *Valentine and Helene*, from Newcastle with coals for Iquique. Early on Wednesday morning, when off Scilly Islands, 72 miles S.S.W. of the Bishop's Rock Lighthouse, the two barques collided. The French vessel sank immediately, the crew having just time to reach the other vessel. Seven hours afterwards the *General Nott* was taken in tow by the *Bardentower*, but on Thursday morning she was found to be settling down, and was abandoned.”

Short report in SI & WoS page 179.

**GENERAL PRIMO** [8/1888] (TL) – Aberdeen Evening Express, Tuesday, 14/8/1888:

“The schooner *General Primo*, of Christiansand, from Teignmouth with clay, has foundered off Scilly. The crew were landed at Kingsdown, near Deal.”

**GENERAL ROBERTS** [5/6/1906] (TL) – Wells Journal, Thursday, 7/6/1906:

“A Hull trawler, *General Roberts*, foundered off Scilly Isles last night. The Crew were landed.”

Western Times, Thursday, 7/6/1906:

“The Hull trawler, *General Roberts*, sprang a leak and foundered 15 miles north of Round Island Lighthouse, Scilly Isles, on Tuesday night. The crew were landed at Tresco, after being seven hours in an open boat.” Informative report in SI & WoS page 143.
GENERAL WASHINGTON [26/11/1791] (DNR) - Times: Monday, 5/12/1791, Issue 2198:
"On the 26th ult. the General Washington, American Bark, about 200 tons' burthen, from Philadelphia to Ostend, was towed into Scilly by a cutter a mere wreck, having lost all masts, part of her rudder, with three feet of water in her hold, and only 5 out of 16 on board, the others having died on their passage through fatigue of continually pumping."


GEORGE LOCKWOOD [19/12/1837] (DNR) – Morning Advertiser, Monday, 25/12/1837:
“Penzance, December 21 – The George Lockwood, Robson, from Quebec to London, struck the rocks of Scilly during a severe gale 19th inst. and has since been brought into this port and run on the beach.”

IOSM page 65: “George Lockwood, master McKenzie, of Scarborough struck on the Western Rocks, drifted off in a waterlogged state and managed to reach Penzance.”

GEORGE IV / Unidentified Sloop [9/1822] (Col) (Sloop TL) – Caledonian Mercury, Monday, 30/9/1822:
“The George IV, Banfield, from Cardiff to Marseilles, ran foul of a sloop 13th inst. off the Land's End, carried away jib boom &c. and put into Scilly on 16th to repair; she sailed again on the 21st; the sloop is supposed to have gone down.”

GEORGES [12/1/1911] (TL) – Cornishman, Thursday, 19/1/1911:
“St. Mary’s, Friday morning; A shipwrecked crew of six reached Scilly this morning. They reported that their vessel, a French yawl-rigged craft named The Georges, of Auray, foundered on Thursday night during the gale. The men were landed at St. Mary’s in an exhausted condition.”


GEPHENA HELENA [19/11/1864] (DNR) - Royal Cornwall Gazette, Friday 25/11/1864:
“Put into Scilly, on the 19th inst., the briganqine Gephiena Helena, of Holland, J.P. Vries, master, from Buenos Ayres bound to Falmouth for orders, having lost bulwarks and stanchions, and sustained other damages, together with five of her crew washed overboard and drowned. She was fallen in with at sea, on Thursday night, the 17th, in a very heavy gale of wind by the pilot cutter Agnes of Scilly from which vessel a pilot and three men were put on board to assist her into Scilly; there having been only one seaman, with the master and his wife and child left on board.”

GERETHLIGHEIT [4/10/1817] (DNR) – Lloyd’s List: Tues. 14/10/1817, No. 5220:
“The Gerethligheit, Sudenburg, from Morlaix to Bremen, put into Scilly 4th ult. with loss of sails and leaky, and must discharge her Cargo to repair.”

GERHARDINA [13/1/1879] (AD) – Cornishman, Thursday, 23/1/1879:
The SS Gladiator, Capt. O'Keefe, from Bilboa, for Cardiff, fell in with the German brigantine Gerhardina, laden with pipe-clay, abandoned on the morning of the 6th inst., at 7 a.m., about 30 miles S. of St. Agnes, and brought her into harbour at 3 p.m. The Gerhardina had five feet of water in her hold and pumps broken, but was quite perfect about the hull and spars. Since writing we have learned that the crew were landed at Havre on the 16th.” WoS page 176.

GIFT OF GOD [24/3/1865] (TL) - Calendar of State Papers Domestic Series of the reign of King Charles I. by Great Britain Record Office 24/3/1635:
“Recognizance entered into before Sir Henry Marten, judge of the court of Admiralty, by Robert Dicer and John Seed, and surveies Edward Forde, of St. Mary Aldermanbury, London Merchant, Thomas Burnell of the parish of St. Olave, Hart Street, London Merchant, and Peter Jones of St. Andrew undersight, London merchant in 1000/ To pay to the salvors of the Gift of God of Kirkaldy, wrecked at the Isles of Scilly, such sum as the said judge shall award them”. Also in March: “Petitioner being interested in the Gift of God of Carcada (Kirkaldy) in Scotland, lately let the ship from London to Bristol with goods to the value of 1400l. She was driven by extremity of weather into Scilly where she was relieved by Thomas Basset, Captain of St. Marys Castle. A composition was made between the captain and merchant of the ship; the captain being paid his costs of salvage. Petitioners goods being so unlawfully divided without their consent. And petitioners offer to pay salvage and stand to his award of the judge of the Admiralty they pray for some order to Capt. Basset whereby they may have the goods redelivered.”

GILMORE [12/4/1866] (TL) – Royal Cornwall Gazette, Thursday, 19/4/1866:
“A shipwrecked crew, 18 in number, arrived at Penzance on Saturday, in pilot cutter Presto, of Scilly. They were the officers and seamen of the barque Gilmore, 530 tons' register, Capt. Duff, that had been wrecked off the Scilly Islands on the previous Thursday. The captain and the crew got into the ship's jolly boat about 14 feet in length, and were assisted into St. Martin's by a pilot. The seamen were sent on by rail to their homes by the honorary agent at Penzance for the Shipwrecked Mariners' Society. Captain Duff and the mate (Thomas James) remained at Penzance, that being their home.”
There is additional detail in the Royal Cornwall Gazette, Thursday, 3/5/1866:

“With the wind blowing strong from the south-west, at about 3.15 p.m. that day, she struck upon the Hard Lewes Rocks, about one mile east from the headland of the Island of St. Martin’s, Scilly. The ship filled so rapidly that the stern went under water in five minutes, the bow remaining fixed upon the rocks, and a small boat which was hanging in davits was immediately lowered, and 17 hands with difficulty got in her, with only two oars and no thows, and she was at once carried away from the ship by the strong tide, one man who was sick, and apparently insensible and helpless, being on board. An effort had been made to get him from his berth into the boat, but it failed. The man, however, jumped overboard towards the boat, but could not get him to render any assistance, and he succeeded by some means in getting on board again and into the mizzen rigging, which was half underwater. The little boat was so overcrowded, and the sea so very rough, that the water washed into her, and she was in danger of foundering, being only kept afloat by constant bailing with the chronometer case which the master had broken in two for that purpose. After being in the boat nearly one hour and a half endeavouring to get towards the islands into smoother water, a rowboat named Lively, with a crew of nine from the east part of the island of St. Mary’s, two or three miles distant, reach them, and took part of them out of the small boat, and towed her, with the remainder, to St. Mary’s. About the same time the pilot cutter Queen, with a crew of seven, proceeded from St. Martin’s to the wreck, and saw the sick man clinging to the mizzen rigging a few feet above water. The pilots got out their punt, and pulled to the wreck, and asked him to leave it; but he was unable to speak or move, and they had to release his hold, and carry him down into the punt, and then took him on board the cutter. Blood was oozing from his mouth. He was wet, and cold as death, helpless, and insensible. They therefore proceeded with all haste to St. Mary’s, in the meantime removing his wet cloths, and putting their own dry clothes upon him, and doing all in their power to restore him. He was landed at St. Mary’s about half-past five p.m., and afterwards recovered sufficiently to leave Scilly with the rest of the crew on the morning of the 14th. – The magistrates considered the services of both cases to be meritorious, and deserving liberal rewards; they therefore awarded the crew of the rowboat Lively the sum of £12, and the crew of the pilot cutter Queen £10, being in all £22, to be paid out of the proceeds of the few stores that had been saved from the wreck, which were sold and realized £93; the salvors of the property being paid, according to agreement, one half of the proceeds, less 10 per cent.”


GIPSY [1/7/1848] (TL) - Times: Friday, 30/1/1848, Issue 19903: Précis: Sprung a leak in the Channel. 23rd June a Scilly pilot boat, Active fell in with the disabled steamer and rescued what stores they could. The Gipsy sunk in deep water and the Active landed the captain and crew at St. Mary’s. Some detail in IOSM.

GIUSTIZIA [3/12/1916] (TL) (WL1) – SS Giustizia was an Italian cargo steamer that was sunk by gunfire from German Submarine (either UC-19 or UB-29) near the Isles of Scilly when on route from Lisbon for Glasgow with a cargo of cork. Ref. wrecksite.eu

Referenced in Sl. Lloyd's Confidential War Loss Record WW1, page 75.

GLADIATOR [19/8/1915] (TL) (WL1) – Birmingham Daily Gazette, Saturday, 21/8/1915:

“The Harrison Line Steamer Gladiator was sunk on Thursday. The crew were all landed yesterday. The Gladiator was a steamer of 6,857 gross tons and had a speed of 12 knots.”

SS Gladiator, built by Charles Connell & Co. Ltd., Glasgow in 1904 and owned at the time of her loss by Charente Steamship Co. Ltd. (T. & J. Harrison), Liverpool was a British steamer of 3359 tons. On 18/8/1915, Gladiator, on a voyage from Liverpool & Cardiff to Pernambuco with general cargo, was sunk by the German Submarine U-27 (Bernd Wegener), 68 miles N.W. of Bishop Rock. There were no casualties. Ref. wrecksite.eu

Gladiator, 3,359 gross tons, 19/8/1915, 68 miles N by W from Bishop Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

Reported in WoS, page 176.

GLADYS [5/1920] (TL) - Cornishman, Wednesday, 23/6/1920: See Local Tragedies. The Gladys was the crabber owned by the Lethbridge family. The brothers who were drowned when it sank, were the sons of the St. Mary’s lifeboat coxswain.

GLAMEN [8/9/1916] – Listed in WoS. No further information found.

GLANENS [1/1865] (DNR) – Paisley Herald and Renfrewshire Advertiser, Saturday, 21/1/1865:

“Intelligence was received in town on Wednesday that the brig Glanens, 226 tons, Jones, master, from Pernambuco to Liverpool, had been towed into Scilly by the tug steamer Azar, in a very disabled state, having lost foremost, maintopmast had decks swept, and part of deck cargo carried away, besides other damages. The Glanens left Pernambuco for Liverpool on 13th December last. No accident is reported as having befallen the crew. The brig is owned in this port by Messrs. J. & W. Stewart.”

Shields Daily Gazette, Saturday, 11/2/1865: has the name Glaucus of Greenock?

GLEANER [8/5/1868] (TL) – Morning Post, Wednesday, 13/5/1868:
“Plymouth, Tuesday: The wreckagge of the brig Gleaner, Captain William Prance, of Newport, from Bilboa, and bound for Eug? has been found 20 miles S.S.E. of Land’s End. The brig is supposed to have been lost on the Seven Stones.”

Royal Cornwall Gazette, Thursday, 14/5/1868:
“On Monday, the master of an east country fishing lugger reported at Penzance having picked up, off Land’s End, a writing desk, meat safe, and other portions of wreck. Letters in the desk showed the wrackage was that of the brig Gleaner, of Newport, Monmouth, 135 tons’ register, William Prance, master, owned by Messrs. A. H. Tapson and Co., ship-brokers, Newport. The brig had been on an outward voyage to Bilboa, in Spain, and several of the letters were addressed to the captain at Bilboa, whence he must have started since the 24th ult. Among the papers a certificate of character of William Kelly, A. B., Bristol, and a certificate of insurance of the captain’s effects for £50 in the Neptune Marine Insurance Company, Limited: but nothing was discovered to show whether the ship was insured, or what was the number of the crew.” Similar report in SI.

GLenaladale [27/7/1835] (DNR) – Caledonian Mercury, Saturday, 8/8/1835:
“The Glenaladale, Taylor, from Llanelly to Antigua, ran on to the Seven Stones, was assisted into Plymouth very leaky and must discharge repair.”

GLENdower [5/2/1898] (TL) – Dundee Advertiser, Wednesday, 9/2/1898:
“A crew of 19, belonging to the steamer Glendower, from Carthagenia to Cardiff, which foundered south of Scilly Islands on Saturday, were landed at Liverpool yesterday.”

The rescue was undertaken by the steamer Prince.

GLENleE [29/5/1915] (TL) (WL1) – 4,140 gross tons, 29/5/1915, 67 miles SSW from Wolf Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net (See also MAT.)

GLENSTRAE [28/7/1917] (TL) (WL1) – 4,718 gross tons, defensively armed, 28/7/1917, 66 miles SW by S ¼ S from Bishop Rock, torpedoed without warning and sunk by submarine, 1 life lost. Ref. naval-history.net (See also MAT.)

GLORIA PETTALsgoa [8/1875] (DNR) – Dundee Courier, 27/8/1875:
“The Gloria Pettalagoa, a large steamer which went ashore on the rocks near Scilly on Wednesday night, was towed off and taken into St. Mary’s Sound yesterday afternoon.”

The wreck is under water at high tide.

GLORY [16/1/1780] (TL) – New Lloyd’s List: Friday, 28/1/1780, No. 1132:
“The Glory, Lewis, from Plymouth to Dublin, is on Shore at Scilly, and it is feared will be lost.”

Similar report in the Caledonian Mercury, 31/1/1780.

GOLDen Fleece [9/1869] (TL) – Sheffield Daily Telegraph, Friday, 17/9/1869, page 3:
“The Golden Fleece, which foundered near Scilly has parted in the middle. The cargo is from Lisbon and Naples to Dublin and Glasgow.”

Sheffield Daily Telegraph, Friday, 24/9/1869, page 2 has a very lengthy and detailed Board of Trade inquiry report. Précis: The Golden Fleece was an iron steamer of 1,439 tons, built in 1854 with a cargo of 2,635 tons of coal, to be conveyed from Cardiff to Alexandria. On the 10th inst. she sprang a leak and sank off Scilly. The crew, with the exception of the cook, were saved by the boats.

Shields Daily News, Saturday, 18/6/1870, has details of the wreck being blown up, as a danger to navigation, by the Royal Engineers using three iron containers containing a total of 1,500lb of gunpowder.

GOLDen LION [1681] Shown on the Simon Bayly Chart. See Historic Wrecks Section 8, Part 2 & the rear cover of this publication’s.

GOLDen SPRING [16/5/1837] (DNR) – London Evening Standard, Thursday, 18/5/1837:
“Penzance, May 16: Arrived the Golden Spring, from London, assisted in leaky, having struck the Seven Stones; cargo discharging, bound for Liverpool.” See also IOSM page 65.

GOMES V [9/8/1888] (TL) – Times: Friday, 10/8/1888, Issue 32461:
“The screw steamer Gomes V, of Lisbon, which left Cardiff for Oporto on Wednesday with a cargo of coals, ran ashore early yesterday morning at the back of Great Ganilly Island, Scilly, during the fog. The captain and the crew, together with one passenger, were all saved, having taken to the boats. A pilot boat from St. Martin’s, discovering the boats drifting seaward, brought them to St. Mary. The wreck is under water at high tide.”

Shields Daily Gazette, Thursday, 9/8/1888: “The Portuguese steamer James V,(sic) from Cardiff for Oporto, with coals, is ashore at Ghanilly (sic) Island; crew saved; steamer submerged to bridge.”

Lloyd’s List: 10/8/1888, No. 15,900.

Excellent report in SI. Reported in WoS page 150-151 as Gomes IV.

GOOD INTENT [1793] (DNR) – Lloyd’s List: Tues. 12/11/1793, No. 2559:
“The Good Intent, Pratt, of Pool, with Pilchards, from Penzance to the Mediterranean, is got into Scilly with much Damage, after being on the Rocks. The Cargo is landed.”

GOOD INTENT [6/3/1809] (TL) – Lloyd’s List: Tues. 21/2/1809, No. 4329:
“The Good Intent, Lefevre, from Waterford to Lisbon and Cadiz, is put into St. Mary’s Scilly, with loss of Anchors and Cables, having been on shore.”
Also; Royal Cornwall Gazette, Saturday, 11/3/1809:
“\textit{The Good-Intent of Jersey}, Lefevre, from Waterford for Lisbon, struck on the Woolpack rock, Scilly, 6\textsuperscript{th} inst. and filled. Part of the cargo is lost, but the vessel has been towed into St. Mary’s.”
Lloyd’s List: Tues. 14/3/1809, No. 4335.

\textbf{GOOD INTENT} [25/11/1814] (TL) – Salisbury and Winchester Journal, Monday, 28/11/1814:
“The ketch \textit{L'Egere}, from Nantz, arrived here last evening, having part of the crew (the mate and five men) of the brig \textit{Good Intent}, of and bound to Teignmouth, Samuel Tamlin, master, from Newport, with coals, taken by the American schooner privateer \textit{Lawrence}, Capt. Vassey, which had taken seven prizes, five of which were sent to America, one given up, and the seventh, the \textit{Good Intent}, burnt.”
Lloyd’s List: 25/11/1814, No. 4926, reports the \textit{Lawrence} had nine guns and 70 men.

\textbf{GOOD INTENT} [4/8/1817] (DNR) - Caledonian Mercury, Saturday, 5/4/1817:
“The \textit{Good Intent}, Tregarthen, lately got stuck in coming out of Scilly, and filled with water, but has been since repaired.”

\textbf{GOOD INTENT} [30/10/1823] (DNR) - The Morning Chronicle Issue 17025, 12/11/1823:
“The \textit{Good Intent} was driven ashore at St. Helen’s, Isles of Scilly.”
Lloyd’s List: Tues. 11/11/1823, No. 5854: “Scilly, 4\textsuperscript{th} Nov. – During the Gale or Hurricane on the 30\textsuperscript{th} ult. the \textit{Good Intent}, Brunard, from Newport to Waterford, drove from her anchors in St. Helen’s harbour, on the Rocks, where she bilged and remains full of water. The material will be saved, and should the weather prove moderate next spring tides, she may be got off after discharging.”

\textbf{GOOD INTENT} [12/1867] (TL) – Recorded in the IOSM, page 89. A Portuguese brigantine with coal for Oporto lost in fog at the back of Great Ganilly. No other records found. Further research needed.

\textbf{GOTHLAND} [24/6/1914] (Sal) (TL) – Times: Thursday, 25/6/1914, Issue 40559:
“The Red Star liner \textit{Gothland}, which ran on to the Crim rocks, about a mile from the Bishop lighthouse, Scilly, on Tuesday, in a thick fog, was reported by Lloyd’s yesterday to be in a perilous position. The vessel had a considerable list to port, having been badly holed, and five salvage boats were standing by. The passengers numbering over 80, mostly Russian and other emigrants returning from Canada after rejection, were housed and fed at St. Mary’s after their rescue, described in the Times of yesterday. The only mishap was the falling of one of the \textit{Gothland’s} boats into the sea, owing to the breaking of the tackle. After an exciting scene, in which gallantry was shown by a quartermaster of the liner and the coxswain of the St. Mary’s lifeboat, all the passengers were got safely ashore. They will be taken to Antwerp, whence the \textit{Gothland} was bound from Montreal. There has been no loss of life, and only two or three cases of injury. The fog cleared yesterday, and a large part of the crew returned to the stranded liner to remove the cargo, in the hope of getting her off at high tide. A large part of the cargo is grain, and this was escaping into the sea yesterday through rents made in the hull by the rocks.”

Note: The St. Mary’s and St. Agnes lifeboats record that 152 persons were saved.

\textbf{GOUGOU} [12/1927] (AD) (Sal) – Cornishman, Wednesday, 28/12/1927: A very long and dramatic story of the plight of the three-masted schooner \textit{Gougou} ten days out of Cardiff with a cargo of coal. The vessel was bound to a French port, and ran into a strong easterly gale which blew her towards the Scillies. She lost her small boats so crew could not leave what became an uncontrollable vessel. Fortunately, she was spotted by the German steamer \textit{Westphalia} which radioed for assistance. The lifeboat put out from St. Mary’s and succeeded in rescuing the seamen and leaving the \textit{Gougou} derelict. The \textit{Gougou} was eventually recovered by the Trinity steamer, \textit{Mermaid}, and salvaged. Much more detail in the report.

\textbf{GOVERNOR MILNE} [11/1805] (TL) – Caledonian Mercury, Saturday, 9/11/1805:
“The \textit{Governor Milne}, Moffat, from Grenada to London, is retaken by the \textit{Minerva}, of Guernsey, and is on shore at Scilly. 130 hogheads of sugar saved.” More detail in IOSM, page 43.

\textbf{GRACIA DIVINA} [25/10/1758] (TL) - Leeds Intelligenzer Tuesday, 21/11/1758:
“The \textit{Happy Adventure}, Captain Repham from Leghorn, for London, last from Scilly, laden with silk & sundries, is arrived in Mounts Bay, and brings an account that the \textit{Gracia Divina} struck on a rock some distance from that island; twenty-nine men escaped in the long boat; fifty men were left on board, who perished. The ship was immediately beat to pieces and little or nothing saved. Her cargo consisted of 350 bales of currents, 64 bales of silk, 70 of cochineal, and betwixt 30 and 40,000 pounds sterling in dollars.” Also; Lloyd’s List: Fri. 3/11/1758, No. 2381 & detail in IOSM, page 25.

\textbf{GRAFTON} [24/1/1770] (DNR) - Lloyd’s List: Tues. 30/1/1770, No. 3548:
“Lynn Jan. 24. We have advice from Scilly that the pilot of the \textit{Grafton}, Green, ran her upon a rock going into Scilly & has done a considerable deal of damage, but that she got off by laying her ashore & stopt part of her leaks & will be able to get her to Liverpool where she is bound to, loaded with corn.”

\textbf{CRAIGARD} 1/7/1915] (TL) (WL1) - 3,286 gross tons, 1/7/1915, 50 miles SW by S from Wolf Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net (See also MAT.)

\textbf{GRAND TRIMMER} c.22/2/1781] (TL) - Reading Mercury, 5/3/1781:
“A letter from Falmouth, dated February 22\textsuperscript{nd} says, “A cutter is just arrived from a cruise; the Captain of which says, he saw the \textit{Grand Trimmer}, privateer of London, lost on the rocks off Scilly and every soul perished.”
**GRANVILLE** [6/12/1754] (DNR) – Lloyd’s List: Fri. 3/1/1754 No. 1981:
“The Granville, Knox, from Boston for London, is ashore at Scilly, but most of the Cargo is saved, and is thought the Ship will be got off.”

**GRASSHOLM** [8/1906] (DNR) - Cornishman, Thursday, 23/8/1906: “The steam trawler Grassholm, of South Shields, went ashore at Scilly during a fog on Monday night. She was re-floated, and assisted into harbour by the St. Mary’s lifeboat. The Grassholm was making for Milford, with a cargo of fish.”

Later report: “It appeared that in response to signals of distress on Monday night, the lifeboats at Scilly put out early on Tuesday morning. The St. Mary’s boat found the steam trawler Grassholm, of South Shields anchored near Minalto. She had struck and was making water. Assistance was put aboard, and the steamer was taken to harbour. The damage will not be known till low water.”

**GRATITUDE** [18/3/1813] See Providence [1813]

“The Master of the vessel lost near Scilly in August (at that time supposed to be the ‘Juno’ in consequence of an oar washing ashore with the name on it) is Thomas Oxton, his body having been washed on shore near Padstow; and by the bill of sundries* found in his pocket, for the use of the ships company, the following are supposed to be part of the crew; viz. – Matthew? Andrew? Lawson; J. Winder; Ennis; John Bremlow; John Crune; F. Carpenter; James Henery and John White. There is little doubt but the above vessel was the ‘Grenada’ Captain T. Oxton, from Grenada.” *Water damaged.

**GRENADA** [c.12/9/1908] (PTL) – Cornishman, Thursday, 17/9/1908:
“At 2.10 p.m. on Saturday the steamer Manchester Spinner, passed Scilly east, and reported having rescued the crew of the barquentine Grenada.” No other references have come to light.


**GREYHOUND** [1735] (TL) – Caledonian Mercury, Thursday, 23/1/1735, page 2:
“The Greyhound, Harrison, is lost upon the Coast of Scilly, and all on board perished, except one Boy.”

**GREY GHOST** [14/10/1976] (TL) – Ref. IOSM page 134: Charter dive boat, broke from her moorings, and drove ashore at Porthmellon, St. Mary’s, where she became a total loss.

**GRIFFIN** [c.26/5/1739] (TL) – Newcastle Courant, Saturday, 26/5/1739, page 1:
“The Griffin, of North-Yarmouth, Capt. Nichols, bound from Sicily with Wheat to Harvre de Grace, having lost her Rudder in bad Weather, stood for the islands of Scilly, where Assistance came off, and brought her to Anchor; but a Gale of Wind springing up, and the Ground being foul, her Cable parted and she driving upon the Rocks, went to pieces; but the Crew was saved.”

The incident above is what gave rise to the name on ‘Nichols Rock’ in Porthcressa, St. Mary’s.

**GROOTZEEJSJK** [3/11/1864] (TL) – Newcastle Guardian and Tyne Mercury, Saturday, 12/11/1864:
“Shields: The barque Mary Hall, Mackey, of South Shields, from Taganrog, arrived at Scilly on the 6th inst., having on board the 8 crew of a Dutch schooner Grootzejsjk, which foundered on the 3rd inst.”

Also Royal Cornwall Gazette, 11/11/1864, giving the master as Mackey, schooner Grootzejsjk, from Buenos Ayres for Antwerp with a cargo of hides. “The crew having a great part of their cloths.

**GRUSHBEKA** [8/1870] (TL) – Newcastle Journal, Tuesday, 23/8/1870: Shields:
“Six of the crew of the new screw steamer Grushbeka have arrived here, their vessel having foundered off Scilly.”

Also; Belfast Morning News, 26/8/1870. Note: This was a new Tyne steamer built by Messrs. Mitchell & Walker, near Shields. It had a total crew of thirteen who were picked up by a Spanish brig and transferred on board the Glasgow steamer William Connan. This report spells the name Grushheka.

**GUERNSEY PACKET** [c.3/2/1785] (TL) – Sussex Advertiser Monday, 21/2/1785:
“A letter from Guernsey says, that the ‘Guernsey Packet’, bound from Southampton to that island was lost in a storm of wind on the morning of the 3rd ult. The crew were taken up by a French ship, which was afterwards driven upon the rocks of Scilly; at which place the crew were again taken aboard another ship and carried to St. Mary’s Island, from whence they got passage home.”

**GUILDFALL** [25/6/1917] (TL) (WL1) - 2,609 gross tons, defensively armed, 25/6/1917, 40 miles SW by W ½ W from Bishop Rock, torpedoed without warning and sunk by submarine, 12 lives lost.

Ref. naval-history.net

**GULFFLIGHT** [1915] (DNR) - Times: Monday, 3/5/1915, Issue 40844:
“An American oil tank vessel, the Gulflight. Port Arthur for Rouen, was torpedoed on Saturday off the Bishop Lighthouse. The captain died of heart failure from the shock and two sailors were drowned.”


“The steamer Lyoness has brought from Scilly to Penzance 33 of the crew and the body of Captain Gunther of the American tank steamer Gulflight, torpedoed off Scilly on Saturday. The chief officer and the chief engineer remain on the island to look after the company’s interests.”

Important war story with good detail. More detail available. See Edale.
‘H’ Entries

**H 28** [6/1913] (FFU) – Cornishman, Thursday, 5/6/1913:
“The French pilot boat H 28, while trying to enter Scilly harbour became unmanageable, and drove ashore on Treco beach, east of the Mare Ledges. The crew got ashore with assistance from Treco. St. Mary’s lifeboat was launched, but was too late to render assistance. The boat lies in an exposed position.”

**HAKON ZARL** [2/1893] (AD) – Hartlepool Mail, Tuesday, 28/2/1893:
“Lloyd’s: The Hakon Zarl, Norwegian barque, Jamaica for Goole (log wood), has been picked up abandoned off Scilly by the Nigretta, steamer, and towed into Falmouth.”

**HAMPTON** [12/1758] (PTL) – Caledonian Mercury, Saturday, 6/1/1759:
“The Hampton, Pearson, from Whitehaven for Southampton, was stranded the 8th ult. on St. Agnes Island, Scilly, but the People are saved.”

**HANLEY** [30/5/1917] (TL) (WL1) - 3,331 gross tons, defensively-armed, 30/5/1917, 95 miles W from Bishop Rock, torpedoed without warning and sunk by submarine, 1 life lost. Ref. naval-history.net

**HANNAH** [1/1/1740] (TL) – “The Hannah, of London, Archibald Liddal, Master, with salt from Lisbon. The vessel and cargo were lost, but the men were saved.” John Troutbeck, 1796, page 203.


**HAPPY JENNET** [12/1756] (TL) – Lloyd’s List: Fri. 28/1/1757. No. 2198:
“The Happy Jennet, Stewart, from Falmouth for Naples, is lost off Scilly.”

**HARLEQUIN** [5/1/1770] (TL) - Lloyd’s List: Fri. 2/2/1770, No. 3549:
“The Harlequin, Auckland, from N. Carolina to Hull, struck the 5th ult. in the night in a hard gale of wind, on the west rocks of Scilly and came off there, but foundered about 8 leagues S. W. of Scilly, the crew were saved with great difficulty in the boat and were taken up by captain Thompson bound to Newcastle, who arrived at Portsmouth the 13th ult., the Harlequin carried 1800 barrels of tar.”

**HARRIETT** [24/3/1866] (TL) - Liverpool Daily Post, Tuesday, 27/3/1866:
“The Harriett, from Ardrossan for Bordeaux, has foundered near Scilly.”

Additional: Western Times, Thursday, 29/3/1866: “She sprung a leak, and one man was washed overboard and drowned. The Tiber, of Halifax came to her assistance, and took off three men. The vessels then separated, when the master, mate and a boy of the Harriett got into a boat, which was swamped and its occupants drowned. The three men saved were landed at Penzance on Monday.”

More detail in IOSM & SI.

**HARRIET** [15/10/1886] (DNR) – Cornishman, Thursday, 21/10/1886:
“On Friday morning the schooner Harriet, with part of her cargo (coal) on board, broke from her moorings at the old pier, St. Mary’s. Neither the captain nor the crew were on board at the time, but several men from Trinity steamer Hercules boarded her and let go her anchors. Notwithstanding this she continued to drive, and about 8 a.m. went ashore at Porthmellen, together with several boats which she had carried away with her. Fortunately, she went on the sand, and did not break up, but she is strained very much.” Lloyd’s List: 19/10/1886, No. 15,358. Extra detail in SI.

**HARRIET & ANN** [22/12/1807] (TL) – Lloyd’s List: Tues. 22/12/1807, No. 4213:
“The Harriet and Ann, Wilkins; and the Swallow, Painter, laden with Copper Ore, from Cornwall to Wales, foundered off Scilly. Crew saved.” Note: Record not very clear.

Hibernian Journal; or, Chronicle of Liberty, Wednesday 23/12/1807: “The Harriet and Ann, Wilkins master, with copper ore for Wales, foundered about 15 leagues S.W. of the Lizard. Captain Wilkins and his crew were taken up by the Hound bomb, and landed at Scilly.”

**HARRIOTT & JOHN** [3/11/1810] (TL) – Reported in IOSM, page 47: “Harriott and John, master Baker, from Waterford to London, got on shore on the rocks of St. Agnes, but was towed clear and taken to St. Mary’s. Her cargo was saved but the vessel was lost.” No other reference found.

**HARROVIAN** [16/4/1916] (TL) (WL1) - 4,309 gross tons, 16/4/1916, 60 miles W from Bishop Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

**HARVEY** [1805] (TL) – IOSM reports that Harvey, a brig was wrecked. No further information found apart from the reference to the **Active**. 24/12/1804.

**HAST** [11/4/1891] (TL) – Dundee Courier, Friday, 24/4/1891: “The fishing lugger Harbinger landed at Porthleven, Cornwall, yesterday Captain Neilsen and the crew, seven all told, of the brigantine Hast, of Arundel, from Cardiff to Newhaven, with a cargo of coals. The Hast sprung a leak and foundered when 15 miles north-west of the Scilly Islands on Wednesday morning. The crew took to their boats, and after pulling about six hours were picked up by the lugger in an exhausted condition.”

**HATHOR** [2/12/1920] (TL) – Cornishman, Wednesday, 1/12/1920:
“The German steamer Hathor, seven thousand tons, while being towed from Chili, where she was interned during the war, was wrecked on Wednesday night off the Scilly Isles. The crew were saved by lifeboat.” Excellent detail in SI & WoS page 85-86. Lloyd’s List: 3/12/1920, Nos 33,193-5.
**Hathor**: 7060 ton German steamship, built 1912. 3-cylinder triple expansion engines. Nitrate of soda, oil cake, Chile to Portland. Sunk: 2/12/1920, on Lethegus Rocks after breaking free from tow and dragging anchors. Ref: wrecksite.eu

**Havelock** [12/1868] (AD) (PTL) – Western Daily Press, Tuesday, 22/12/1868:
“The schooner **Havelock**, of Chepstow, James Martin, from Tenema, for Antwerp, with zinc ore, was abandoned, dismantled, and in a sinking state, on the 18th inst., off Scilly. The crew were saved by the **Hugo** George, and have arrived at Falmouth.”
Royal Cornwall Gazette, Thursday, 21/1/1869:
“Scilly: The salvors of the derelict vessel **Havelock** of Chepstow, from Tinas Mavor, for Antwerp, have by private arrangement been paid £198 for the cargo (about 140 tons calcined zinc ore), and by the award of the magistrates, they are to be paid £135 for the vessel, which was valued at £400. The first arrangement for the cargo was £181, but this has been increased to the sum above named.
The said cargo is said to be worth £6 per ton in the market.”

**Havire La Monette / Francisco Ciampa** [20/8/1896] (Col) (TL) – Cork Examiner, Monday, 24/8/1896:
“London: The Italian Steam fishing trawler **Francisco Ciampa**, from Swansea, for San Francisco, with coals, has arrived here, and reports that at 10 p.m. on Thursday, forty-five miles north-west of Scilly, she collided with and sank the French fishing schooner **Monette**, from Iceland, for Pontrieux. Ten men were saved and fourteen were drowned.” The survivors were landed at Falmouth; the captain was drowned. Reported in IOSM, page 107. **Havire La Monette**, 133 tons, master Botrel, sunk off Scilly following a collision.

**Hazard** [20/11/1807] (TL) – Morning Post, Saturday, 28/11/1807:
“The **Unity**, S. Francis, of this port (Plymouth), from Bristol, bound hither, is lost at Scilly; Crew saved; also, the **Hazard**, on a small voyage, is lost at the same place, with the crew, except one boy.”

**Hazard** [28/12/1836] (AD) – Morning Post, Monday, 9/1/1837:
“Scilly, Jan. 3: The **Hazard**, of Kinsale, was fallen in with, abandoned, on the 28th ult., in lat. 50. long. 10, by the **Star**, Hicks, arrived here from St. Michael’s: crew saved by the **Ann**, of Bristol, which was lying close to her.”


**SS Headlands**, built by Furness, Withy & Co. Ltd., West Hartlepool in 1892 and owned at the time of her loss by Sefton SS. Co. Ltd. (H. E. Moss & Co. Ltd.), Liverpool, was a British steamer of 2988 tons. On 12/3/1915, **Headlands**, on a voyage from Marseille to Bristol with a cargo of ore & fruit, was sunk by the German Submarine **U-29** (Otto Weddigen), 8 miles south from the Scilly Islands. There were no casualties. Ref. Wrecksite. (See also MAT.) WoS page 182.

**Headley** [19/2/1917] (TL) (WL1) – 4,953 gross tons, defensively-armed, 19/2/1917, 35 miles SSW from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

**Heart of Oak** [1/1808] (DNR) – Caledonian Mercury, Saturday, 30/1/1808:
“The **Heart of Oak**, Wells (Willis), from Chepstow to Portsmouth, (with timber for the dockyard), is put into Scilly with damage, having a hole in a rock. It is supposed she must unload.”

**Heathdene** [7/9/1916] (TL) (WL1) – **SS Heathdene** was a 3,541 gross tons British Merchant steamer. On the 7/9/1916 when 38 miles SSW from the Lizard she was captured by a German Submarine **UB-39** and scuttled. Vessel was on route from Benisaf, Algeria for the Tyne. No casualties. Ref. Wrecksite. (See also MAT.)

**Heather** [24/4/1917] (TL) (WL1) – Referenced in SI. Steam fishing trawler scuttled by a German Submarine. Lloyd’s Confidential War Loss Record WW1, page 123.
**Heather**, steam fishing trawler, 58 gross tons, 24/4/1917, 14 miles W by N from Bishop Rock, captured by submarine, sunk by bombs. Ref naval-history.net

**Heathmore** [5/7/1897] (TL) – Shields Daily Gazette, Tuesday, 6/7/1897:
“A telegram from Lloyd’s agent at Penzance to-day states that the steamer **Heathmore**, master A. F. Hird, of London, from Bilboa for Glasgow, with a cargo of iron ore, struck the Seven Stones Rock, and sank in forty fathoms last evening. The captain and crew were saved and landed at Penzance by the Trinity steamer **Alert**. The **Heathmore** was a fine vessel of 1,864 gross tons, and built in 1883.”

**Hecala** [1/1832] (DNR) – Morning Post, Tuesday, 24/1/1832:
“The **Hula** (sic), Jameson, from Dundee, has arrived at Scilly with much damage, and about a quarter of her cargo thrown overboard; bound to New York.” Cargo included linens and she had to discharge in order to be repaired.”

85
HECTOR (LE HECTOR) [c.6/3/1781] (TL) - Leeds Intelligencer Tuesday, 13/3/1781:
“The Le Hектор and Sartine French armed ships of 36 guns each, with all their people, were entirely lost on the 6th ult. off Scilly.”

Same report: “At Scilly: Advice was received last night at the Admiralty that the Conquerant, a French ship of 74 guns was cast away a few nights since off the rocks of Scilly and not a single man out of 700 has escaped the wreck. Her masts and stern beam, with the word Conquerant carved upon it; and her head, a lion rampant, are driven ashore off Penzance.”

Also; Possibly related to above is: Caledonian Mercury Wednesday 14/3/1781:
“The Jusite frigate of 44 guns, and 340 men, was wrecked upon the rocks of Scilly on Saturday the 10th, and not a single person, officer or man, saved. A sixty-four-gun ship named Le Priappes, supposed to have been the Atlas, was lost at the same time, and all the crew perished.”

Check – Admiral de Ternay and an English Convoy, G Rutherford p 158.

HECTOR [3/1783] (TL) – Hibernian Journal; or, Chronicle of Liberty, Friday 28/3/1783:
“London, March. 20. – The Hector, a French Merchant Ship, from Nantz to St. Domingo, drove on Shore off Scilly, on Friday last, in a Gale of Wind, and was totally lost, with several of the Crew.”

HEDDA [4/1894] (PTL) – Plymouth Chronicle, Saturday, 14/4/1894:
“A Lloyd’s telegram from Scilly says there was picked up on Saturday at Scilly Head a board six feet long marked on one side Hedda; on the other Goteborg; also a passenger list of second and steerage passengers, about 450 names, principally Germans. No date of ship’s name was attached to the paper, which had not been in the water long.” Warrants research.

HEED [21/1/1832] (DNR) - Plymouth Chronicle, 29/1/1832:
“Hed from Sierra Leone, for London, arrived at Scilly badly damaged, cargo removed for repair.”

HEKLA [26/4/1917] (TL) (WL1) - Ref. wrecksite.eu (See also MAT) Stopped (U-53) and sunk 120 miles NW of Skye Head. Relevance of entry needs checking. Listed in WoS as 30 miles S.W. of the Wolf Rock.


HELEN’S BANK [18/11/1864] (DNR) – Detailed report in Royal Cornwall Gazette, Friday 25/11/1864. Précis: The Helen’s Bank of Alloa, Lawson, master, from Colombo for London was anchored in a very exposed position with only 3 men and a boy on board. The master and the rest of the crew were on shore suffering scurvy and diarrhoea. She dragged her anchors until she was close to the rocky shore on the north side of St. Mary’s. As the tide ebbed she beat heavily on a rocky bottom. Efforts were made to get her off and finally the Little Western was able to get her to the St. Mary’s Pier.

HENDON [29/4/1877] (TL) - Times: Friday, 4/5/1877, Issue 28933:
“Falmouth, May 3 - The Hendon from Liverpool for Cronstadt, with salt, sprung a leak, and the pumps becoming choked the vessel was abandoned ten miles E. N. E. of Scilly at 2 p.m. on the 29th April, and foundered half an hour later. The Jeune Henri, from Cardiff for Madras, brought the crew of the Hendon to this port.” Similar report in SI & IOSM.

HENRIETTA [14/10/1794] (PTL) – Lloyd’s List: Fri. 10/10/1794, No. 2654:
“The Cutter Henrietta, with part of the Cargo of the Beckford, from Saffee, performing quarantine at Scilly, was drove on shore at Scilly on the 4th ult. the skins are landed.”

HENRIETTA [9/11/1816] (DNR) - The ship was driven ashore in the Isles of Scilly. She was refloated on 11 November but was subsequently driven ashore again. Henrietta was later re-floated and taken in to St. Mary’s. Lloyd’s List: - Nov. 26. Caledonian Mercury, Issue 14824, 22/11/1816. Lloyd’s List: Tues. 26/11/1816, No. 5129:
“The Henrietta, Perry, from Swansea to Rotterdam, and the Edward, Banfield, from Malaga, which were driven on shore at Scilly 9th ult. have been got off and carried into St. Mary’s Pier; the former with considerable damage, and almost full of water, and must discharge; the latter with trifling damage, and has arrived in Milford.”

HENRY [5/1/1805] (FFU) – Lloyd’s List: Tues. 8/1/1805, No. 4181:
“The Henry, Wheatley, from Liverpool to London, struck on a Rock at Scilly, and is full of Water.”

Royal Cornwall Gazette; Liverpool to London: Adds; master Wheatley. Cargo: wheat & flour.

“The Herald Transport, Radley, from Lisbon, put into Scilly 4th ult., in a leaky state, having struck a Rock.”

Herald [9/5/1845] (DNR) – Glasgow Citizen, Saturday, 24/5/1845:
“The Herald from Lisbon to Liverpool, bore up for Scilly Islands with a strong N.N.E. gale; when off the Land’s End, on the 9th inst. in working up St. Mary’s Sound, missed stays and ran on a rock, but got off with loss of anchors, and ran to St. Mary’s Pool without much damage, and will proceed.”

Detail in IOSM, master reported as Scaddan.
HERCULES [4/1865] (Sal) – Shields Daily Gazette, Saturday, 15/4/1865:
“The Hercules, ketch-rigged vessel, about 51 tons, of Swansea, apparently laden with timber, deals, &c., has been brought into Scilly, a derelict, by the brig Iris, Consitt, of Sunderland from Bordeaux; she was found on the 5th inst. in lat. 47 44 N, long. 6 W, with rudder gone, and waterlogged; the hatches being off, part of the cargo appears to have been washed out and lost, and she is stripped of all sails and running rigging. No documents have been found on board of the vessel to show where she was from or where bound to.”

HERO [5/10/1821] (TL) – A Pilot boat salvaging the Providencia. Lloyd’s List: 16/10/1821, No. 5636:
“Scilly, Oct. 6th. – On the 4th ult. the Pilot Boat Lord Nelson*, with five Men, sailed for Penzance, the wind shifted to N & NNE from SW in a moment, to such a Hurricane never remembered here. The Pilot Boat Hero was lost on the following day, on the Rock of Helweathers; 21 Men remained on the Rock all night.”
Also; Caledonian Mercury Issue 15621, 20/10/1821:
“The pilot boat departed from the Isles of Scilly for Penzance, Cornwall. No further trace, presumed foundered in the Atlantic Ocean with the loss of all seven people on board.”

HERO [12/1841] (PTL) (RNR) – Morning Post, Friday, 12/10/1841:
“Scilly, Dec. 7: Two boats, marked on the stern Hero of Dundee, Patrick, were picked up here 26th ult.”

HERO [23/1/1857] (PTL) – London Evening Standard, Thursday, 29/1/1857:
“Scilly, Jan: The Hero, (Morse), from Pernyn to this place, arrived to-day, and sank inside the pier head. Efforts will be made to raise her.” Report in IOSM.

HESPERIA of Scilly [12/1840] (LV) – Morning Chronicle, Wednesday, 23/12/1840:
“Grimsby, Dec. 19: The Esperuer or Hesperia, of Scilly, is lost near Christiansand; three of the crew landed here by the Whitby, arrived in the roads.”

HESPERUS [3/4/1917] (TL) (WL1) – SS Hesperus was a Finnish cargo steamer of 2,231 gross tons that was torpedoed on the 3/4/1917 by German Submarine U-46 when 72 miles WSW of the Bishop Rock, Cornwall, England when on route from Barry Docks for Marseille with a cargo of coal.
Ref. wrecksite.eu

HERO [26/2/1811] (Col) – Caledonian Mercury, Saturday, 9/3/1811:
“The Hibernia, Lennon, from London to St. Thomas’s, put into Portsmouth on Friday, with loss of bowsprit, head, and cut-water, having been run foul of near Scilly 26th ult., by the Westmoreland of Liverpool.”

HIND [11/12/1667] (TL) - Calendar of State Papers Domestic series Charles II 1667-8 - April 1668.
“Certificate by John Withers, Commander, and two other officers of the Hind, Ketch, that their vessel was forced ashore on the South west rocks of Scilly, 11th Dec, and was lost.” WoS page 63.

HINEMOA [7/9/1917] (TL) (WL1) - Sailing vessel, 2,283 gross tons, 7/9/1917, 35 miles W.S.W. from Bishop Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

HIPPOLYTE / KEYSTONE [15/10/1876] (Col) (TL) – Manchester Courier and Lancaster General Advertiser, Tuesday, 24/10/1876:
“Intelligence received from Lloyd’s yesterday morning, states that on Saturday last the iron ship Hippolyte, Captain Cooper, of and from Liverpool to Rangoon, put into Scilly, having been in collision 120 miles west of Scilly during the night of the 18th inst., with the barque Keystone, of Truro, Nova Scotia, 500 tons, bound from Baltimore to Lynn with a cargo of maize. The latter vessel went down in fifteen minutes after the collision, but the whole of the crew were saved by the Hippolyte. The Keystone was almost a new vessel, having been built in November last.” See also Keystone.

HIROSE [1/6/1915] (TL) (WL1) - Times: Saturday, 5/6/1915, Issue 40873:
“Two Trawlers Sunk off Scillies - The Milford Haven trawler Victoria and the Cardiff trawler Hirose have been sunk off the Scillies by a German Submarine (believed to be the U-34), the former on Tuesday and the latter on Wednesday. In the case of the Victoria five men and a boy were killed by shell fire. The survivors from both vessels, numbering 14, were landed at Milford Haven on Thursday night by the Cardiff steamer Ballater.” More detail in this report.

HITTEROY [2/12/1916] (TL) (WL1) – Western Daily Press, Tuesday, 5/12/1916:
“The Norwegian steamer Hitteroy has been sunk.”
On 2/12 1916, Hitteroy, on a voyage from Glasgow to Civitavecchia with a cargo of coal, was scuttled by the German Submarine UB-29 (Erich Platsch), 26 miles W.S.W. from Bishop Rock. No casualties. Ref. wrecksite.eu Lloyd’s Confidential War Loss Record WW1, page 74 & Reported in SI.
HOBART [5/1862] (Sal) – Royal Cornwall Gazette, Friday, 9/5/1862:
“Scilly: The American brigantine Hobart, which was run ashore on Samson Island on the 29th of April, was got off on Friday morning, and towed into St. Mary’s Pier by two of the pilot boats, and it is expected that a great part of the cargo (barley) will be saved, although very much damaged.”

IOSM has the name as Hobard.

HOLLANDIA [13/7/1743] (TL) - Caledonian Mercury Monday 1/8/1743.
“The Dutch East India Company has lost a new ship from Amsterdam, for Batavia, with Mr. Imhoff, brother of the Governor of that name and all his family, with a very rich lading; which ship was cast away on the rocks of Scilly and not a man saved.”

Oxford Journal, Saturday, 13/2/1768:
“We hear from Scilly that some experienced Divers and Engineers were arrived there, in order to get the best Information concerning the Place where a large outward bound Dutch East India Ship was wrecked in the Year 1744, the Hull of which lies sunk in twenty Fathoms Water on the Coast, with a large Quantity of Silver on board.”

Also- Oxford Journal Saturday, 9/3/1754:
“A scheme is proposed, which will be carried into execution next month, for recovering the money and effects of all ships and vessels lost on the rocks of Scilly; particularly the Hollandia, a Dutch east Indiaman lost about 10 years ago; and we hear that the Rt. Hon. The Earl of Godolphin, Lord of those isles and seas adjacent, has granted to Gilbert Douglass Esq.; full power and authority to use ways and means for making this recovery for the term of five years. A new invented machine, to work underwater, with which many successful experiments have been made, is provided for this purpose, and several divers are appointed, among them is Mr. Mitchel, who recovered money belonging to the Indiaman that was lost some time ago on the Cape Verde Islands.”

Also; In Robert Heaths famous, A Natural and Historical Account of the Isles of Scilly written in 1750:
“About the year 1743, a Dutch east Indiaman, outward bound, was lost off St. Agnes in about 20 or 22 fathoms of water, with all the people. Their firing of guns as a signal of distress, was heard in the night; but none could give her assistance.”

WoS page 80-83. Plus, extensive bibliography.

HOMESTEAD [6/9/1920] (TL) – Western Times, Tuesday, 7/9/1920:
“The steamship Homestead, of Newcastle, bound for Cork with coal, foundered ten miles north-west of the Seven Stones yesterday, in heavy seas. The crew of fourteen, with the captain’s wife and child, took to a boat, and were picked up by the French crabber Vauban, which landed them at St. Ives.”


Brief reports in SI & IOSM.

HONEY [3/1824] (DNR) – Bristol Mercury, Monday, 22/3/1824:
“The Honey, Annington, from Malden to this port, put into St. Michael’s Mount, Pier, on the 14th inst., leaky, having been stranded at Scilly. Cargo discharging.”

HOPE [8/1785] (DNR) - Saunders’s News-Letter, Monday, 20/8/1785:
“St. Mary’s, Scilly: The Hope, Captain Hamilton, belonging to Corke, is put in there in great distress, having received great damage in her hull, by being drove against a rock in a gale of wind, and it was with great difficulty she was got off; two of her hands fell overboard and were drown; one was left upon the rock, but was got off a few hours after.”

HOPE [10/1795] (TL) - Lloyd’s List: Tues. 20/10/1795, No. 2761:
“The Hope, Sliten, from Jamaica to London, is put into Scilly, with some Damage to Sails, &c.”

Later, Hull Advertiser, 14/11/1795, seems to indicate she was lost:
“The Hope, Sliten, from Jamaica to London, is lost near St. Mary’s, Scilly.” Recorded in SI.

HOPE [2/1806] (DNR) – Lloyd’s List: Tues. 11/2/1806, No. 4296:
“The Hope, Rees, from Falmouth to Neath; and the London Packet, Roberts, from Milford to London, have been on shore at Scilly, but got off; the former trifling, but the latter much damaged.”

HOPE [7/1807] (PTL) – Lloyd’s List: Fri. 17/7/1807, No. 4170:
“The Hope, Slater, from Waterford to London, is put into St. Mary’s Scilly, with much damage, having been on Shore. Cargo landed.” Reported in IOSM, page 44. Detail in SI.

Later: Royal Cornwall Gazette, Saturday, 1/8/1807: Details of a Public Auction on 3/8/1807:

HOPE [10/1810] (Plundered) – Lloyd’s List: Tues. 6/11/1810, No. 4508:
“The Hope, Craig, from New Brunswick to Plymouth, arrived at Scilly 28th ult. with loss of Bowsprit, Foremast, Maintopmast, Yards, Sails, Rigging, &c. in a Gale on the 22nd: on the 16th was plundered by a French Brig Privateer, of rigging, sails, stores, &c. and the following day was boarded by the Charles Privateer, from Rayonne, who offered to supply Hope with any thing she might want.”

HOPE [5/5/1814] (TL) – Lloyd’s List: Friday, 20/5/1814: (Issue number not shown)
“The Hope of Fowey, Allen, from Swansea, was lost 5th inst. on the Seven Stones. The Master Crew and Passengers drowned.”
“The snow, Hope, of 136 tons, from Lisbon to London, with wool, ran on shore on the rocks going into Scilly, on Saturday last; cargo saved, ship lost.”
Also; Royal Cornwall Gazette, Falmouth Packet & Plymouth Journal, 12/11/1814 & Caledonian Mercury, Monday, 14/11/1814: “The Hope, Bartlett, from Lisbon to London, run on shore at Scilly on the night of the 2d inst.; Cargo landed with damage.”
Later: Royal Cornwall Gazette, 19/11/1814:
“The Brig Hope, Bartlett, master, which lately went ashore at Scilly, as stated in our last, has since been beaten to pieces by the force of the sea. The hull had previously been disposed of for £40, but we know not what part of it has been saved to the purchaser.”
Lloyd’s List: Fri. 11/11/1814, No. 4922: “To be Sold by Auction, the Brig Hope.”
Bristol Mirror, Saturday, 11/2/1815: Anchors, Cables, Spurs, Running Rigging &c.
HOPE [19/1/1830] (TL) - Times: Thursday, 4/2/1830, Issue 14141:
“Wreck of the Hope. On Thursday morning the brig Hope, Noble master, was wrecked near St. Martin’s, the day mark on that island having been mistaken for the lighthouse on St. Agnes. She dropped anchor but, was driven on a rock and went to pieces. About 100 casks of palm oil, 300 elephant’s tusks, a box of dollars, and some other articles of cargo, have been saved by the exertions of the islanders, who have behaved with the utmost kindness and hospitality to the captain and crew. Before the ship went down, a boat containing a Dutch officer, his lady, a black boy, and others put off for the shore; but before she had cleared the vessel, the main mast of the brig fell and crushed the boat to pieces, by which the officer, his lady, the boy, and one of the crew, were drowned.”
Times: Wednesday, 24/2/1830, Issue 14158:
“Scilly, February 15. – Two small boxes of gold dust and 47 more elephant’s teeth have been saved from the wreck of the Hope, from Cape Coast, castle to London.”
Later: “Scilly, February 20: Five more boxes of gold dust have been got up from the wreck of the Hope, and about 49 more elephants’ teeth.” Good report in SI.
HOPE [6/9/1839] (TL) – Western Courier, Wednesday, 18/9/1839:
“Scilly: About one o’clock in the morning of Thursday, 6th inst. – the brig Hope, from Mogadore, with general cargo, struck on the rocks called the Bishop and Clerks and went down soon afterwards. The master and crew however, had time to get into their boat, and in a few hours reached St. Mary’s bearing the quarantine flag; but they were soon released, and have since been sent to England. Nothing valuable has been picked up from the wreck.”
Royal Cornwall Gazette, 13/9/1839. Similar to above.
HOPE [7/1853] (TL) (Sal)– Royal Cornwall Gazette, Friday, 11/2/1853:
“The barque Hope, of Limerick, Fitzgerald, from Cardiff for New York, with railway iron, sprung a leak at sea on the 3rd inst., and was run on shore on Crow Bar on the following afternoon to prevent her sinking, having nine feet of water in her hold. She was got off and brought into St. Mary’s Pier on the following day, much strained and will have to discharge.”
Times: Saturday, 9/7/1853, Issue 21476: ‘Salvage of the Hope.’
“At Court: The Hope, of burden of 581 tons, bound from Cardiff to New York, with railway iron, split her sails, and became leaky. She made for the Scilly Islands, and was boarded by 23 men in three pilot boats, who succeeded in grounding her at Crow Bar. A tender was made of 16l., which the owners stated was done in error, and admitted that a very valuable service had been performed, but which lasted only two hours. The value of the property salved was £6,584. The Queen’s Advocate and Dr. Curtois appeared for the salvors, Dr. Addams and Dr. Tuiss for the owners. The Court allotted £250.”
HOPEWELL [27/11/1784] (TL) – Hereford Journal, Thursday, 23/12/1784:
“On the 27th ult. was lost near Scilly a sloop, called Hopewell, belonging to Aberdovey. She was laden with pipe-clay from Tinmouth. The master and two of the hands were drowned.”
HORIZON [11/1864] (AD) – Sheffield Daily Telegraph, Friday, 25/11/1864:
“The ship Horizon, from Calcutta, with a very valuable cargo, has been abandoned off Scilly. She is owned by Messrs. Beazziy and Co. of Liverpool, who lost the Robin Hood, off Dungeness Bay, only three days since. The Horizon is insured at the Marine offices.”
“A Lloyd’s Scilly telegram states that the ship Horsa, previously reported ashore, has been abandoned. The crew have landed at Scilly.”
Lloyd’s List: 3 Entries: 17,347; 17,348 & 17,349.
HORSE [21/5/1821] (TL) - Listed in IOSM. Royal Cornwall Gazette, 2/6/1821. Described as a fine Pilot boat. Sank drowning three skilled pilots, leaving large families. See: Pilot Incidents.
hound [10/7/1875] (TL) – The name of the six oared gig which overturned from Tresco to St. Mary’s drowning three men and a boy.

See: Local tragedies. Detail in SI.

Housatonic [3/2/1917] (TL) (WL1) – Newcastle Journal, Monday, 5/2/1917:
“Reuters Agency learns that the Housatonic was sunk off the Scilly Islands at noon by a German submarine. The crew were rescued by a British armed steamer.”

Times: Monday, 5/2/1917, Issue 41394:
“Diplomatic relations between United States and Germany are severed. U.S. Steamer Sunk. Twenty-five Americans among the crew.

The American steamer Housatonic (3,143 tons), belong to the Housatonic Steamship Company, of New York, was sunk on Saturday at noon by a German Submarine (U-53) off Scilly Islands. According to advices from Galveston, Texas, received via New York by Reuters Agency, the Housatonic had 25 Americans among her crew and 12 of other nationalities. She carried a cargo of grain.”


Howard of Scilly [2/7/1910] (TL) – Cornishman, Thursday, 7/7/1910:
“The ketch, Howard, foundered off the Wolf in the early hours of Saturday morning, and the crew were rescued after an exciting time in an open boat and landed at Newlyn. The Howard was bound from Cardiff to Scilly and was laden with coal. She was in charge of Captain Cornish, and carried in addition another man and a boy.” More detail in this report.

Hudscott [1/1862] (DNR) – West Briton and Cornwall Advertiser, Friday, 31/1/1862:
“The schooner Hudscott, Quick, master, of Bideford, from Newport for Plymouth, coming in on the 22nd inst., without a pilot, struck and made so much water that when run aground in Old Grimsby harbour she filled. The Hudscott was boarded by a boat’s crew after she struck, without whose help she would have, no doubt, foundered in deep water and been lost. Her cargo it is expected will be discharged.”

Huit Frères [30/1/1869] (PTL) – Royal Cornwall Gazette, Thursday, 4/2/1869:
“During the storm the French schooner Huit Freres parted her chains in St. Mary’s roads, and was run on the beach on the south-west side of the Island of Tresco, and will no doubt become a total wreck, as she is a very old vessel.” Lloyd’s List: 3/2/1869, No. 17,100.


On 4/4/1917, Hunstanton, on a voyage from Geelong to London with a cargo of wheat, was sunk by the German submarine UC-30 (Heinrich Stenzler), 36 miles west from the Scilly Islands.

There were no casualties. Ref. wrecksite.eu

Referenced in SI. Lloyd’s Confidential War Loss Record WW1, page 113.

Hugh [4/5/1809] (TL) – Lloyd’s List: Tues. 3/6/1809, No. 4361:
“The Hugh, McCoy, bound to Liverpool, was lost at St. Mary’s 4th May.”
 Listed in IOSM, SI & WoS only. Little detail available.

Hunter [24/2/1777] (PTL) – New Lloyd’s List: Fri. 7/3/1777, No. 830:
“The Hunter, Kennedy, from Lisbon to London, going into Scilly the 24th ult. at Night, struck on a Rock, and the next Morning filled with Water.” Limited information found.

Hydra [6/2/1866] (PTL) – Liverpool Mail, Saturday, 10/2/1866:
“Hydra, from Foochow at Scilly, with fore and main masts away.” Lost on St. Agnes.

Lake’s Falmouth Packet and Cornwall Advertiser, Saturday, 24/2/1866: “The salvage awards for assistance rendered to the barque Hydra, of Hamburg, on the 6th of February, are - £600 to the crew of the row boat Prince; £800 to the pilot and crew of the pilot cutter Gem; and £1000 to the steamer Little Western of Scilly. These claims all have been paid.”

Hydra [30/1/1875] (AD) – Glasgow Herald, 4/2/1875:
“The abandoned Danish barque Hydra, from Philadelphia to Copenhagen, with petroleum, is now entering the harbour in charge of the mate and four seamen of the Hoang Ho of Liverpool, having been fallen in with on the 30th January, 200 miles west of Scilly.” WoS, page 176 has Thyra.

Hydrangea [15/6/1905] (TL) – Western Daily Press, Saturday, 17/6/1905:
“The crew of the Milford steam trawler Hydrangea struck on a sunken rock off Seven Stones in foggy weather, shortly before midnight on Thursday. The crew were nearly swamped in their punt, and were rescued by the lightship. The Hydrangea blew up just as the crew left her.”
Lloyd’s List: 17/6/1905. Excellent report in SI.

90
‘I’ Entries

**IDA of Scilly** [22/10/1910] (TL) – IOSM page 116: *Ida* of Scilly, a motor fishing vessel of St. Mary’s was lost on Little Gannick in Crow Sound. Crew of three saved. No references found.

**IDA MARIA** [30/12/1869] (DNR) – Morning Advertiser, Wednesday, 5/1/1870:
“The *Ida Maria*, of and from Danzig for this port (Scilly), drove ashore on the 30th of December and filled, but got off, after discharging deck-load, with assistance, and now lies at the pier; her bottom is much damaged.”

Liverpool Daily Post, Wednesday, 13/4/1870, page 10, has a lengthy report detailing a complex salvage claim by the owners of the *Ida Maria* (which was itself in a badly damaged state) against the owners of a vessel called *Neroa* which broke adrift and collided with the *Ida Maria* during a gale.

The outcome is summarised, a little later, in the Shields Daily News, Tuesday, 10/5/1870:
“It was a case in which the owners of the *Ida Maria* barque claimed £300 for salvage services rendered to the *Neroa*, both vessels being weather-bound in tempestuous weather last December, in St. Mary’s Scilly Islands. The *Ida Maria* was water-logged and moored on shore ‘firm as a rock’; the *Neroa* lay further out and dragged her anchor, which caught the hauser of the *Ida Maria*, with which she came into collision. The *Ida Maria* threw the other vessel another rope, and saved her during the gale. His Honour held that there was only a partial act of salvage involved in giving out the second rope, and awarded £25 to the plaintiff.”


**INDEPENDENCE** [4/1843] (DNR) – Caledonian Mercury, Monday, 24/4/1843:
“From Lloyd’s List, Scilly, April 17: The *Independence*, Keel, from Shoreham to Neath (in ballast) struck on a rock, beating into Grimsby 13th inst. Knocked away her forefoot, part of keel and stem, received other damage, and put into St. Mary’s to repair.”

**INDIAN** [3/1832] (TL) – Fife Herald, Thursday, 29/3/1832:
“The *Indian*, from Brazil, was totally lost off Scilly 4th inst. The crew took to the boats, and were picked up by a vessel from London to Newry.”

**INDIAN CITY** [12/3/1915] (TL) (WL1) – 4,645 gross tons, 12/3/1915, 10 miles S from St. Mary’s, Scilly, captured by submarine, sunk by torpedo. Ref. naval-history.net WoS page 182. (See also MAT.)

**INDIAN NAVIGATOR** [31/12/1960] (TL) – “On 31/12/1960, the British cargo ship *Indian Navigator*, built in 1944 by California Shipbuilding Corp, on voyage from Hamburg to Calcutta with a cargo of sulphur, caught fire and was damaged by explosions, off Scilly Isles. *Indian Navigator* didn’t sink immediately and was taken in tow, but foundered 3/1/1961.”

Ref. wrecksite.eu

Excellent reports in SI & WoS page 192.

See also; Times, Monday, 2/1/1961, Issue 54968, & Times, Wednesday, 4/1/1961, Issue 54970:
“The 13 Indian seamen on board the freighter *Indian Navigator* when she sank in heavy seas about 60 miles off the Scilly Isles on Monday night are now considered lost.” More in these reports.

**INDIANA** [18/3/1891 (AD) (TL) - Times: Friday, 20/3/1891, Issue 33277:
“The brig *Indiana* of Liverpool, from London for East London, with a general cargo, was abandoned on Wednesday night, off Scilly, in a sinking condition and on fire. The crew landed at Scilly yesterday.”

Times: Friday, 20/3/1891, Issue 33277:
“The brig *Indiana* of Liverpool, from London for East London, with a general cargo, was abandoned on Wednesday night, off Scilly, in a sinking condition and on fire. The crew landed at Scilly yesterday.”

Times: Tuesday, 21/3/1891, Issue 33304: Inquiry into the Loss of the *Indiana*, 18/03/1891:
“This was an inquiry ordered by the Board of Trade into the circumstances attending the abandonment and subsequent foundering of the sailing ship *Indiana*, of Liverpool, off the Scilly Islands on March 18 last.

The *Indiana* was a wooden brigantine of 300 tons, built at Sunderland in 1873, and purchased on January 30 last by Mr. G. S. Norris, who proposed employing her in the coasting trade at New Zealand. She left the Thames on March 13 with miscellaneous cargo. Including coal, corrugated iron, oil, paints, varnish, and other goods, bound to East London. The crew consisted of eight hands, and the owner was also on board. On March 18 the vessel was off the Scilly Islands, when she was found to be making more water than usual, and water was subsequently heard rushing into her. The ship was rolling and straining heavily, and, although two pumps were kept going constantly, the water continued to increase until about seven o’clock in the evening, when the crew abandoned her. Shortly after all hands had left an explosion occurred on board, and the vessel subsequently took fire. She was burning all night, and foundered at about 10 o’clock the following morning. The crew were picked up by a Liverpool barque. The *Indiana* was insured for £1,500, which was the price paid for her by Mr. Norris, but he had also expended over £900 in the purchase of stores, gear, provisions &c.
The Court on Saturday found that when the vessel left London she was in all respects in a good and seaworthy condition, and the cargo would have been a proper one had it been properly stowed, but the Court thought that, considering the mode of stowage, there was an undue proportion of dead weight. The cause of the ship making water on March 18 was that she strained badly owing to her excessive rolling in running before the wind in a heavy cross sea. Every possible effort was made to ascertain the position of and to stop the leak. All possible measures were also taken to keep the water under and get the vessel into port. She was not prematurely abandoned, and the ship and freight did not appear to be over insured. On the evidence placed before it, the Court was unable to determine what caused the fire, but when two crew left the vessel there were four lamps and a naked candle burning in the cabin and also a fire in the cabin stove: any one of the lights may have been upset by the heavy rolling of the vessel, thereby causing the fire. Neither the master nor the mate was in default, but the Court quite thought it a case that required investigation.

**INDIPENDENZA** [24/9/1881] (TL) - Times: Tuesday, 27/9/1881, Issue 30310:
“During a dense fog on Saturday afternoon the Italian barque *Indipendenza* of Genoa, bound from Peru for Rotterdam, last from Bristol with guano, struck on the rocks near Bishop Rock, Scilly. The barque kept on her way but was abandoned by her crew while entering St. Mary’s Sound, there being six feet of water in her hold, and she afterwards went ashore. As the tide receded she fell over and became a total wreck, the cargo washing out of her. When the crew left the vessel the weather was so thick that the land could not be seen, and they could only guess their whereabouts. Arrangements were at once made for saving the cargo.”
Cornishman, Thursday, 29/9/1881:
“The *Indipendenza* is become a total wreck. Several tons of her cargo have, however, been saved, and some sols (?), but it is very much damaged having been brought on shore in a puddle state.”
Reports in IOSM, SI & WoS page 10 & page 109. Anchors, rudder parts and an iron capstan from this wreck lie in position: N49-54-925: W006-19-529:

**INDUSTRY** [30/4/1756] (TL) – Leeds Intelligencer, Tuesday 11/5/1756:
“The *Industry*, of and for Plymouth and Portsmouth from Malaga, was lost near Scilly last Friday se’nnight, a Boy and a Woman Passenger were drown’d, and the Cargo entirely lost.”

**INDUSTRY** [12/3/1782] (TL) – New Lloyd’s List: Fri. 1/3/1782, No. 1340:
“The *Industry*, Griffith, from London to Dublin, was taken by a French Privateer off the Lizard the 11th inst. And ransomed for 1000 Guineas, and the next Day sunk going into Scilly.”
Varied report in Saunders’s News-Letter:
“The *Industry*, formerly the *Thanley*, late Morgan Griffith master, from London to this port, struck on a rock going into Scilly, and sunk at anchor in St. Mary’s Road, Scilly, 13th ult. The crew were all saved.”

**INGLEMOOR** [7/1915] (TL) (WL1) – Cornishman, Thursday, 8/7/1915: & Times: 3/7/1915, Issue 40897: This story is a continuation of that of the *Caucasion*.
“The *Inglemoor* bore down to pick up the crew of the *Caucasion* and had hauled up one of the boats when the submarine reappeared and opened fire. The *Caucasion’s* boat was lowered and 33 officers and men of the *Inglemoor* took to their boats and others got into a lighter which she had been towing. Then the submarine (*U-39*) torpedeed the *Inglemoor*, which turned turtle and sank rapidly.”
Note: Both vessels were sunk near Scilly, the crews were taken to Penzance.
The *Inglemoor* was owned by Walter Runciman and Co., of Newcastle. (See also MAT.)

**INGRID FREM** [12/10/1976] (M) (TL) – Listed in WoS. Missing 35 miles north of Scilly in the Channel. Recorded in wrrecksite.eu

**INKUM** [4/6/1915] (TL) (WL1) - *SS Inkum* was a 4,747 gross tons, British Merchant Cargo Steamer built in 1901 by Alexander Stephen & Sons, Glasgow, Yard No 392 for J. H. Welsford & Co., London. In 1913 she was purchased by The Gulf Transport Company (Liverpool). On the 4/6/1915 when on route from New York for London she was torpedoed by German Submarine *U-34* and sunk when 40 miles SW from the Lizard, Cornwall. Ref. wrrecksite.eu & (See also MAT.) Possible position is far south of Scilly.

**INTEGRITY** [11/10/1878] (Sal) – Framlington Weekly News, Saturday, 12/10/1878, page 4:
“The schooner *Integrity* of Aberyswith, having lost two masts, became unmanageable rounding Bishop Rock, Scilly, yesterday afternoon. One man (John Evans) attempting to swim ashore was drowned. Scilly pilots boarded and ran her ashore.”
More in the Cornishman, Thursday, 17/10/1878. Here it is stated: “the vessel was about hundred tons, Evans master, from Lisbon for Wicklow, with phosphate of lime.”

**INTREPID** [3/11/1811] (DNR) – Morning Post, Saturday, 9/11/1811:
“The *Intrepid*, Pray, from Peterborough for London, stated yesterday to have arrived at Plymouth in distress, encountered a very heavy gale on the 26th ult. in which she threw part of her cargo overboard. On the 3d inst. near Scilly, during a severe squall, her sails were split, and every article on deck was washed overboard, with two of the crew, who were drowned.”
Invererne of Scilly [1/1/1877] (TL) (LV) - Built in Scilly but not wrecked here.

Irma [30/9/1916] (TL) (WL1) - On 30/9/1916, Irma, on a voyage from Newport to Mortagne with a cargo of coal, was sunk by gunfire by the German Submarine UB-38 (Erwin Waßner), 28 miles south of Wolf Rock. Ref. wrecksite.eu

Isabella [23/12/1817] (TL) - Caledonian Mercury Issue 15013, 3/1/1818:
“T.h. The ship was wrecked on the Seven Stones Reef, in the Atlantic Ocean off the Isles of Scilly. Her crew were rescued. She was on a voyage from King’s Lynn, Norfolk to Liverpool, Lancashire.”
Royal Cornwall Gazette, has the Master as Orrjs and the voyage Lynn to Newport. Crew saved.
Lloyd’s List: Tues. 30/12/1817, No. 5241:
“The Isabella, of and from Lynn to Liverpool, struck on the Seven Stones 23d inst. Crew saved and arrived at Scilly.”
Also; Lloyd’s List: Tues. 6/1/1818, No. 5243*: “The Isabella, Orress, from London to Newport, struck on the Seven Stones 23d ult. and sunk. Crew saved, and arrived at St. Mary’s, Scilly.” *Later report, may be a correction of the earlier one?

Isabella & Ann [2/1/1811] Sal - Caledonian Mercury Issue 13899, 19/1/1831:
“The ship, Isabella, ran aground off Great Ganilly, Isles of Scilly. She was on a voyage from Aberdeen to Liverpool, Lancashire.”
The Morning Chronicle, 14/2/1831, has; “The Isabella, Grant, from Liverpool to Newcastle, was on shore at Scilly, the 6th inst., and the great part of her cargo thrown overboard.”

Isabella [2/1832] (AD) (PTL) – Royal Cornwall Gazette, Saturday, 25/2/1832:
“The ship Birmingham, of New York, from Liverpool to New York, out 21 days; about 200 miles west of Scilly picked up the wreck of a boat, marked on the outside of her stern, ‘Isabella’, and inside ‘J. Meyer’.”

Isabella & Ann [2/1811] Sal - Caledonian Mercury Issue 13899, 19/1/1811:
“The ship was driven ashore and severely damaged in the Isles of Scilly. She was on a voyage from Cadiz, Spain to Bristol, Gloucestershire. The ship was later salvaged & re-floated.”
Lloyd’s List: 15/1/1811, No. 4528: Master given as Barclay, Cadiz and Falmouth to Bristol. Also; Lloyd’s List: 22/1/1811: & Caledonian Mercury Issue 13902, 26/1/1811: Auction of the cargo of Spanish Wool & Cork.

Isabo [27/10/1927] (TL) - Derry Journal, Friday, 28/10/1927:
“The Italian steamer Isabo (6,827 tons gross) went ashore yesterday during a thick fog on Scilly Rock, Scilly Island. Twenty-seven of the crew were landed on Bryheer, (sic), and the St. Mary’s lifeboat stood by hoping to rescue the remaining eleven from the rigging of the foremost. There was a heavy sea, and the steamer’s condition is precarious.”

“The Italian Government has awarded silver and bronze medals to the coxswain and lifeboat crew at St. Mary’s, Isles of Scilly and to others who also took part in the rescue of the crew of the Italian steamer Isabo, which was wrecked on the Scilly Rock, in dense fog and a heavy swell, late in the afternoon of October 27, 1927. Three small boats succeeded, at great danger to themselves, in rescuing 28 men. When the motor lifeboat from St. Mary’s arrived after a perilous journey of about 40 miles from the wreck, the great gale was blowing, and the seas were breaking not only over the steamer, but over the men in the rigging. It was hopeless to attempt a rescue until day came, so the lifeboat stood by until dawn. Then she rescued the remaining three men. The Institution awarded silver and bronze medals for this rescue. The Italian medals are accompanied by certificates signed by Signor Mussolini, as Minister of Marine.”

Italia [13/5/1917] (TL) – Manchester Evening News, Monday, 14/5/1917:
“Italian steamer Italia, 1,741 tons, went ashore on May 11. It is presumed she is a total loss.”
Newcastle Journal, Tuesday, 15/5/1917: “Italian steamer Italia (1741 tons) went ashore at 3.30 in the morning of the 11th, during thick fog: at 9 a.m. slipped off and sank; not visible at low water; presumed the vessel is a total loss.”
Note: Like many war time reports details of the wreck site are lacking.
The crew of the three-masted schooner J. L. Nelson, which was towed into Swansea on Monday derelict, were rescued by the steamer St. Helena, belonging to West Hartlepools. Captain Trott, of Bristol, master of the steamer, says that he encountered the schooner dismasted, and apparently sinking, off the Scilly Islands. He sent a lifeboat, and, despite the tremendous sea, the crew were safely transferred to the steamer, being hauled aboard by ropes. The lifeboat could not be reshipped, and was cut adrift.

JACATRA [22/2/1917] (TL) (WL1) – SS Jacatra was a Dutch Cargo Steamer of 5,373 tons built in 1912 by William Hamilton & Co, Port Glasgow as the Saint Theodore but was completed as the Jacatra for N V Rotterdamsche Lloyd, Rotterdam. She was powered by a steam triple expansion engine. On the 22/2/1917 she was captured, torpedoed and sunk by the German Submarine U-21 when 30 miles W of Bishop Rock when on route from Batavia to Rotterdam. Ref. wrecksite.eu Part of the 22/2/1917 Dutch convoy.

JACKSON [1/9/1815] (TL) – Reported in the IOSM & SI. A vessel, master McCormick, which was wrecked amongst the Western Rocks. Crew of 16 rescued by boats from St. Agnes. No other references found.

JACOB JONES [6/12/1917] (TL) (WL1) - Times: Monday, 10/12/1917, Issue 41657: “The United States destroyer Jacob Jones has been torpedoed and sunk. Survivors have been landed at Scillies.”

Western Daily Press, Monday, 10/12/1917:
“It is reported that a United States destroyer, commanded by Lieut. Commander David Bagley, brother of Mrs. Daniels (wife of the Secretary of the Navy) has been sunk. His name does not appear in the list of survivors.” Later report: “The lost destroyer is the Jacob Jones. She was torpedoed and sunk in the war zone on Thursday. A large part of the crew was lost.”

Sunday: “The Navy Department announces that Lieut. Commander David Worth Bagley, who was in command of the torpedo destroyer Jacob Jones, has been saved. The officers and four enlisted men, besides the 37 already reported saved, have been picked up by a motor boat and landed at the Scilly Islands.”

Excellent reports in SI & WoS page 186. Protected War Grave. (See also MAT.)


JAMES [25/11/1817] (Incident) – Lloyd’s List: Tues. 2/12/1817, No. 5234: “The James, Harvey, from London to Corunna, was detained at Scilly 25th ult. for having landed some bags of wheat without entry.” Also a similar report, Caledonian Mercury, 6/12/1817.

JAMES [30/9/1821] (PTL) – Morning Post, Monday, 8/10/1821: “Scilly, Oct. 2. – A glass bottle was picked up on the 30th ult. by a pilot boat, with the following paper: - ‘Brig James, Dennison, Master, from Liverpool to Jamaica, this 16th, at 12 o’clock, all well, 50.6. N. long. 6.48. W.; thick weather.’”

JAMES ARMSTRONG [7/1874] (AD) (Sal) – West Briton and Cornwall Advertiser, Thursday, 12/3/1874: “The derelict towed into Scilly by the Queen of the Bay is laden with mahogany. She is not yet got quite clear, but it is believed there will be no great difficulty in securing her.” On the 19/3/1874: “The James Armstrong was towed round St. Mary’s and brought into St. Mary’s Roads on Saturday night; now beached in St. Mary’s Pool. Her cargo is valued at £8,000, and the salvors have put in a claim for three-quarters, viz., £6,000.”

West Briton and Cornwall Advertiser, Thursday, 23/7/1874: “The James Armstrong, derelict ship, was sold by auction on Wednesday last, at St. Mary’s, Scilly for £460.”

JAMES GASKIN [12/1824] (AD) (Sal) – Morning Post, Friday 31/12/1824: “The James Gaskin, lately abandoned by the crew, was carried into Scilly 27th inst.”

JAMES SPIER [17/6/1903] – Carter, C (1998): “Newcastle Steamer, bound for Bastia from Liverpool was rammed in dense fog by Norwegian barque Magdelen, 30 miles SSW of Scilly. She lost her mizen mast and was towed to Penzance by steam trawler Buckhound.”

The narrative is about the life of Michael Brennan who, was then being aged 112 years old, when describing events in his life, it states:

“He Left North America, and on his passage home was wrecked on the rocks of Scilly, lost all he possessed, and swam ashore naked and penniless, which brought him to his present situation. He is cheerful in his temper, engaging in his manners, and enjoys perfect health, and is able to travel 16 miles a day.”

**JANE** [1/1/1740] (TL) – “January 1st, 1740, the Jane, Thomas Barry, Master, from Newfoundland, with train oil and fish, for London, was stranded.” Ref. John Troutbeck, 1796, page 203.

Sherborne Mercury. 12/2/1740:
Very little is recorded of this incident other than the Master was Thomas Barry and the voyage was from Newfoundland to London. However, there is an interesting narrative in: The Gentleman’s Magazine. Vol. 130. July to December 1821. Page 637. Under Domestic Occurrences that may well be related to this same incident. Evidence being it stipulates a voyage from North America and by simple calculation the wrecking being of the same time period, i.e., the end of 1739, beginning of 1740.

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**JANE** [22/3/1805] (DNR) – Lloyd’s List: Fri. 29/3/1805, No. 4203:

“The Jane, Burge, from Bristol to London, put into Scilly 22d inst. very leaky.”

**JANE** [10/1820] (Sal) – Royal Cornwall Gazette, Saturday, 28/10/1820:

“On Sunday last, the Jane, Roberts, from Sierra Leone to London, was met by a Scilly pilot-boat in great distress, having lost her topmast, and sails blowing to shatters. The captain and crew were about to quit the vessel, and had put all the property they could remove with their letters in their only remaining boat, on deck, and were about to launch her, when a sea broke over the vessel and carried away the boat and all in her. The pilot boat happily succeeded in getting the vessel into Penzance.”

**JANE** [22/11/1825] (AD) (PTL) – Lloyd’s List: Fri. 16/12/1825, No. 6073:

“Scilly, 10th Dec. The Alert, Rainer, arrived here from Montreal, saw on the 22d ult. the Jane of Fowey, water-logged and abandoned, but it blew so hard that they could not board her.”

**JANE** [c.27/4/1852] (TL) – Montrose, Arbroath and Brechin Review, Friday, 7/5/1852:

“Intelligence was received on Saturday at Lloyd’s of a fearful collision at the mouth of the Channel, which terminated in the loss of a fine ship and cargo and several lives. The vessel was the Jane, Mr. Carstairs master, of and for London from Boston with a cargo of general merchandise. About one o’clock of the night of Tuesday week, while bearing up towards Scilly, she was run into by a large ship at the mouth of the Channel, the name of which is not yet known. The Jane directly began to fill so rapidly that in the course of twenty minutes she foundered in deep water, and unhappily seven of the crew on board perished. The master and the remainder took to the boat, and were picked up by the Ontario, and afterwards transferred to a Dutch vessel which landed them in the Mersey. The vessel is understood to be insured.”

**JANE** [2/1859] (PTL) – Newcastle Guardian and Tyne Mercury, Saturday, 12/2/1859, page 7:

On the 24th ult., a bottle was picked up from the sea-shore at Allenby, by the coastguard stationed there, containing a paper, upon which was inscribed the following:

“Off the Scillies; blowing a whole gale; masts gone by the board; water six feet in hold; making fast in spite of all hands to the pumps; master and three of the crew overboard. (God help us) James Harris (Mate). American ship Jane, of Boston, Dec. 24th. 1858. If this should happen, by God’s assistance, to reach land, telegraph to Lloyd’s, in London, immediately. Cargo thrown overboard. No hopes for ship.”

Also Times: Friday, 28/1/1859, Issue 23215.

**JANE & ELLEN or JANE ELLEN** [23/2/1840] (PTL) – Caledonian Mercury, Thursday, 5/3/1840:

“Scilly, Feb. 25: The Jane and Ellen, Hughes, from Bangor to London, in coming through St. Helen’s Gap 23d inst., struck on a rock, un-shipped her rudder, went on the rocks near the Island of St. Helen’s, bilged, and filled with water.”


**JANE OWEN** [3/3/1889] (TL) – Northern Echo, Tuesday, 5/3/1889:

“The Jane Owen, schooner, from Aberdovey for Plymouth, carrying slate, struck the rocks and sunk in New Grimsby Harbour, Scilly.”

More detail reported in SI.

Figurehead is in the Valhalla Collection.

**JANE SOPHIA / ZENOBIA** [20/8/1886] (TL) – Cornishman, Thursday, 26/8/1886:

“Part of the figurehead of the schooner Jane Sophia sunk by the steamer Zenobia, has been picked up and taken to Scilly. It was an arm, a red rose in the hand.”

Note: There is an arm holding a rose on display in the Valhalla Collection.
Currently recorded as from an unidentified shipwreck.
Seven Stones, Limited detail in SI & WoS page 168.
JANET of Scilly [1/1837] (PTL) (LV) – Morning Post, Monday, 9/1/1837:
“Sheerness, Jan. 6: A jolly boat, painted inside of the stern ‘Thomas Barnes’ and outside ‘JANET, Scilly’ has been driven on shore on the Isle of Grain; also a skiff, about 16 feet long.”

JANETTS & MARGARETS [1/1822] (DNR) – Lloyd’s List: Fri. 4/1/1822, No. 5661:
“Scilly, Jany 1st. We have experienced for the last fortnight, a continuation of the same dreadful Gales and tremendous Seas. The Janetts & Margarets, Marr, from London to Seville, drove from her anchor in St. Mary’s Poole, but fortunately got into a Sandy Creek, where she received very little damage. She has since got off and carried into St. Mary’s Pier. Part of a writing desk, legs of a cabin table, and several light articles have been washed on shore, those two or three days, but no marks to be found on them.”

JANUS [6/2/1787] (TL) - New Lloyd’s List: Tues. 6/2/1787, No. 1853:
“The Janus, master? from Dunkirk to Cape Francois, is totally lost off Scilly. The Crew saved.”

JANUS [1/1825] (AD) (Sal) – Lloyd’s List: 11/1/1825, No. 5976:
“Scilly, 4th Jan. – The Janus of North Shields, lately brought in here, has sustained the following damage; her bottom much injured on both sides amidships; fore foot broke or carried away; stern post and skeg broke and damaged; rudder broke and part gone; mizzen mast cut away, and all her cables, sails, and a great quantity of rope gone.”

Later Lloyd’s List: No. 6006. “Penzance, 21/4/1825:
“The Janus of North Shields, which was found abandoned at Sea, and carried into Scilly in December, has been purchased, and arrived here yesterday.”

IOSM has good detail but need to check the date. Loss may have been earlier. See Also; Public Ledger and Daily Advertiser, 13/12/1824, page 4.

JAPANESE PRINCE [10/2/1917] (TL) (WL1) – Newcastle Journal, Monday, 12/2/1917:
“The Exchange Telegraph Company states that the steamer Japanese Prince was torpedoed without warning. The submarine was not seen but the torpedo, which struck the vessel amidships, was clearly visible. There was a terrific explosion. The crew, which numbered 75, including 30 American cattlemen, at once took to the boats. They were picked up in less than an hour. A number of the crew received minor injuries from the effect of the explosion, but no lives were lost. The Japanese Prince was a vessel of 3,079 tons’ net and 4,876 gross, and was built at Sunderland in 1911. She belonged to the Prince Line Limited, Newcastle.”


British Vessels Lost at Sea WW1, page 32.
Lloyd’s Confidential War Loss Record WW1, page 92.

JASON [20/5/1781] (TL) – Saunders News-letter, Thursday, 31/5/1781:
“The Jason privateer, of Dunkirk, commanded by Patrick Callaghan, of 16 nine-pounders and 170 men, was lost the 20th inst. Upon the rocks S.S.E. of Scilly. About 80 of the crew are saved.”

Also; Sherborne Mercury, 20/5/1781.
Note: This incident could be a candidate for a currently unidentified wreck found on the Gilstone off Old Town.

JEAN GOUGY [24/2/1970] (TL) – Channel trawler Jean Gougy (French) was lost on the Western Rocks. The exact location is unknown, but wreckage and a body were washed up on Tresco.

The other thirteen crew were never found. Ref. Wikipedia.

Best reports; IOSM SI & WoS page 193.
Location: N49-51-839: W006-24-152.

JEANNE CORDONNIER [31/5/1917] (TL) (WL1) – Western Daily Press, Saturday, 9/6/1917:
“According to the Havre newspapers the steamer Southampton this morning landed 20 men of the crew of the French three-master Jeanne Cordonnier, 3,200 tons, which was sunk in the Channel on May 21 by a submarine. The vessel was en-route to Havre from Chile with a cargo of saltpeter. A sailor lost his life, having remained on board after the ship was torpedoed. The crew report that after taking refuge in the whale boats they witnessed the sinking of a great American steamer by a submarine, which then made a merciless attack on the crew of this ship, who had taken to their boats, sinking then by gunshot.” See also SI & WoS page 185.


Wreck of this yacht was found on Crebawethan.

JEFFERY [3/1866] (AD) (Sal) – Western Times, Thursday, 29/3/1866:
“The schooner JEFFERY, of Jersey, was on Monday towed into Dartmouth harbour, having been picked up derelict off Scilly by the American barque Barlow. It is feared that the crew are all lost.”

96
JENKIN’S BARGES [13/12/1911] (TL) – Cornishman, Thursday, 14/12/1911:
“During the gale on Wednesday Capt. S. Jenkin’s two sand barges drove ashore on St. Martin’s beach. He was fortunate enough to re-float one of the boats, but the other, it is feared, will be a total loss.”

JENNY [11/12/1815] (DNR) – Caledonian Mercury, Saturday, 23/12/1815:
“The Jenny, Elms, from Lisbon to Newfoundland, put into Scilly on the 11th inst., with damage to her sails and rigging.”

JENNY JONES [2/1865] (PTL) – Shields Daily Gazette, Saturday, 11/2/1865:
“The Sparta, captain Fenton, of Glasgow, took off the crew of the Jenny Jones, of Newcastle, and landed them at Scilly. It is not stated whether the Jenny Jones actually foundered, though she was left in a sinking state.” (Between Scilly and Land’s End)

JEREMIAH & MARY [1/1788] (TL) – Times: Thursday, 10/1/1788, Issue 948:
“The Jeremiah & Mary, Douglass, from Chepstow to Chatham is a shore, at Scilly.” Also; Cumberland Pacquet, Wednesday, 6/2/1788:
“Sloop Jeremiah and Mary’s Increase, Douglas master, of Shoreham, came into St. Mary’s with four feet of water in her hold; since drove from her anchors and sunk.”

JESSIE [16/6/1917] (TL) (WL1) - 2,256 gross tons, defensively armed, 16/6/1917, 260 miles SW from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

JEUNE CELESTINE [7/1/1867] (TL) – Royal Cornwall Gazette, Thursday, 10/1/1867:
“Scilly, Jan. 8: On the morning of the 8th the wind veered to the west, and the bar rose a little and at daylight the French schooner ‘Jeune Celestine’, from Swansea to Nantes with coals, was found to have parted from her anchors in the road stead and driven ashore upon the rocks, and will become a wreck.”

IOSM has the master as Troupe and the rocks as Little Ganinick. Note: There is still some evidence of a wreck, high on the rocks on the western side of Little Ganinick Island.

Lloyd’s List: 12/1/1867, No. 16,459.

JEUNE ROSE [29/12/1860] (AD) – The Ipswich Journal, Saturday, 15/12/1860:
“The French schooner Jeune Rose, of Bordeaux, was met with (in company with the French brig Marie Adèle, of Redon), about 20 miles west from Scilly on the morning of the 29th ult., with jibboom and foreyard gone, by the pilot cutter Agnes, of Scilly. It was represented that four of the schooner’s crew had been lost overboard, and that two men had been sent on board from the brig to assist in navigating her to the nearest port she could make, and she was taken in tow by the Agnes, and assisted into Scilly the same evening. Captain Dorrique, of the Marie Adèle, now reports that on the morning of the 27th ult. he fell in with the Jeune Rose, about 20 miles west from Ushant, abandoned, and apparently plundered, the cabin being much broken and ransacked, &c., and that he put of his crew on board her, and took her in tow for some time until the rope broke, and they were driven to the west of Scilly; and that she was found in French waters, and he thought she might probably belong to some poor persons, he intended taking her to France for the benefit of those concerned; and that the misrepresentation was made to prevent the fact of her being a derelict, &c., becoming known in England. She is coal laden, but no papers were found on board to show what port she was from, but she is supposed to have been from some port in Wales for France. The master’s name is supposed, from a document found on board, to have been Roso. She will now be delivered into the custody of the Receiver of Wrecks at Scilly. The Jeune Rose was for some time at Bristol, and was to call at Cardiff for her coals.”

“The schooner J.K.A., of Padstow, was wrecked on the eastern islands of Scilly (Shag Rock). The crew landed on a small island called Mouls (Great Innisvouls), where, owing to the impossibility of reaching them sooner, they had to remain from eight in the morning until three in the afternoon, when a boat from St. Martin’s, which put off to their rescue, but could not approach owing to the heavy seas, was hauled across the island of Great Ganilly, launched on the opposite side, and succeeded in taking off the crew, who had suffered greatly from exposure.”

Lloyd’s List: 12/11/1891, No. 16,913. Good report in SI.

JOE / OCEAN [15/1/1846] (Col) (TL) – Public Ledger and Daily Advertiser, Tuesday, 20/1/1846:
“The Joe, Symonds, of St. Ives, from Newport to Malaga, sunk off Scilly having been in contact on the night of the 15th inst., off Scilly Islands with French Brig, Ocean, from Newport to Rochelle. Crew saved.”

JOHANNA [20/4/1751] (TL) – Lloyd’s List: Tues. 14/5/1751, No. 1612:
“The Johanna, Whiteway, of Topsham, for Swansea, was stranded the 20th ult. at Scilly.”

Detail in SI.

JOHANNES FREDERICUS [23/5/1783] (TL) – Saunders’s News-Letter, Friday, 6/6/1783:
Different version perhaps? see Fredericus. “The Johannes Fredericus, a Danish ship, about 330 tons’ burthen, ran ashore the 23d inst. off Scilly, and all on board perished, the wind blowing so hard that no assistance could be given them. The ship went to pieces about half an hour after she struck.”

Similar report; Northampton Mercury, 2/6/1783.
JOHN [24/7/1645] (TL) - Thomason G ‘Catalogue of Pamphlets, Books, Newspapers and Manuscripts relating to the Civil War the Commonwealth and Restoration 1640-1666.

Letter from Batten’s Secretary to his brother. To summarise his account of the battle between Mucknell and 3 ships of the Parliamentarian Navy. (Gilson capturing the ‘Constant Warwick’, Captain Jordan in the Expedition and Captain Mann in the Cygnet):

“Mucknell received many shot which must do him much harme, our shippes coming so close to him that they were board on board, and Mucknell’s ship being high did much spole to the shownds and cordage of our shippes, And I believe they did as much to the hull or body of his shipp for they told me that few of our shot missed his hull so that they have shatted him extremely. His ship, as I heare, is since forced ashore at Scilley and I thinke will never get off more Yours P.S. July 24 1645.”

This also from East India Company Letter books, Vol. 1. March, 1646. p 177:

“although hee came with the ship etc. safe unto Bristoll and there made awie with what was found in the ship, yet that was not an ende of his villanie, but others also suffered much by his deprecations and robberies in those parts, until some of the parliaments shippes had him in chase and forced him upon the rocks of scillie, and either there or in mounts baye the shipp utterly perished. For himself he escaped to doe future mischiefe, until Gods hand or the gallows make an end of him.”

Also; The Scillonian Magazine 260/27.

Location: N49-56-286; W006-18-224.

JOHN [28/2/1814] (DNR) - Lloyd’s List: Tues. 8/2/1814, No. 4844.

“The John, Nicholl, from St. Michael’s to London, taken by the Prince of Neuschatel American Privateer, and given up after being stripped of Anchors, Cables, Sails, Rigging, &c. arrived at Scilly 28th ult. and is under repair.”

JOHN [4/10/1816] (PMR) – Possibly a misprint but for Fontane which is Sicily. See Bell’s Weekly Messenger, Sunday 15/12/1816:

“The John, Champion, from London to Constantinope, was stranded off the Fontane, on the south side of Scilly (sic), about 4th ult.” Wrong in IOSM, SI & WoS.

JOHN [20/1/1820] (DNR) - Caledonian Mercury Issue 15354, 31/1/1820: The John was driven ashore at St. Martin’s, Isles of Scilly. She was on a voyage from Prince Edward Island, British North America to Bristol. John was later re-floated and taken in to St. Mary’s, Isles of Scilly.

Also; Glasgow Herald No.1787, 11/2/1820. Lloyd’s List: Fri. 28/1/1820, No. 5460:

“The John, Campbell, from Prince Edward Island to Bristol, upset the pauls of her windlass, and both cables ran out an end, and is on shore at St. Martin’s Island with loss of rudder, and bottom much damaged. Part of the Cargo landing, to lighten her.”

Lloyd’s List: Tues. 8/2/1820, No. 5463:

“The John, Campbell, from Pr Edw Isl. to Bristol, & the Union, Tayler, from Chepstow, which were driven on shore at Scilly, have been got off and carried into St. Mary’s Pier.”

JOHN [21/12/1820] (DNR) – Lloyd’s List: Fri. 5/1/1821, No. 5557:

“The John of Chester, Thomas from Waterford to London, ran on shore in St. Helen’s Pool, Scilly, 21st ult. but was got off by assistance after discharging part of her Cargo, and carried into St. Mary’s Pier the following morning, where the rest of the Cargo has been landed.”

JOHN CATTO [1/1831] (PTL) – Belfast Commercial Chronicle, Wednesday, 26/1/1831:

“Scilly, 13th Jan. – The John Catto, Moor, from Belfast to London, in coming to anchor yesterday, in St. Helen’s Pool, the anchor came home, and she drove on the rocks, but was soon assisted off leaky. 14th Jan. - The John Catto has been found so much damaged, that her Cargo must be discharged.”

JOHN DUNLOP [c.10/1836] (PTL) (RNR) – Public Ledger and Daily Advertiser, Monday, 24/10/1836:

“Scilly, Oct 18 & 19: The head or stern board of a vessel, about 12 feet long, marked ‘John Dunlop’ in large white letters, was picked up on the shore of the island a few days since, quite fresh broken off.”

Reported in IOSM, page 64. No evidence of a wreck found. West Briton, 14/10/1836, has Dunlap.

JOHN ESDALE [1/12/1845] (Sal) – Exeter and Plymouth Gazette, Saturday, 6/12/1845:

“On Monday, about 4 a.m., the barque John Esdale, Jackson, with deals from Green Island for London, struck upon the western rocks of Scilly, and soon became water-logged; when the masts were cut away, and the vessel drifted out to sea. About 7 a.m. she was discovered to the South-west of St. Agnes, and shortly afterwards was boarded by the pilot-boats belonging to Scilly, four of which took the barque in tow and succeeded in getting her into ‘Smith Sound’, where she is now lying at anchor; but most of her cargo has floated out, and the ship’s bottom is supposed to be nearly gone. The crew were saved.”

Public Ledger and Daily Advertiser, 25/7/1845:

Sale of 7000 Yellow Pine Deals, the cargo of the John Esdale, from Green River, wrecked at Scilly. Lloyd’s List: 4/12/1845, No. 9899. Detail also in SI & WoS page 46.
JOHN PHILLIPS [9/6/1872] (PTL) – Shields Daily Gazette, Friday, 14/6/1872:
“The Acorn, which has arrived at Dublin from Soutander, has landed the crew of the John Phillips, of Glasgow, their vessel having foundered off Scilly on the night of the 9th inst.”

More detail Monday, 17/6/1872: “The barque John Phillips, Somers, of Glasgow, from Arrossen for Demera, with a cargo of coals, was abandoned off Scilly on the 10th inst. She had encountered a heavy gale, which came on from S.W. about midnight on the 9th, and veered suddenly to N.W. next morning; all her masts were cut away, and the master reports that when he left the vessel she had 13 feet water in her. The John Phillips was a vessel of 341 tons’ register, was built at Hylton in 1850, and was the property of Mr. Robert Denniston, Glasgow.”

JOHN & ANN [30/10/1769] (PTL) – Reported in Sl. Referencing the London Chronicle 30/10/1769.

No further information found.

JOHN & ANN [29/1/1826] (TL) – The Morning Post Issue 17202, 6/2/1826: Quoting Lloyd’s List: Tuesday, 7/2/1826, No. 6088:
“The John & Ann, of London Critchell, from Cadiz to Hull, was totally wrecked 29th ult. near the entrance of New Grimsby Harbour, Tresco, and all the Crew drowned. Part of the cargo has been picked up, and 75 pipes and hogsheads of wine are warehoused here.”

The Public Ledger and Daily Advertiser, 6/2/1826, gave the master as Ricket and the fact that a pilot (William Jenkins of Bryher) drowned.

The Public Ledger and Daily Advertiser, 15/4/1826, has an extract of a letter from the Agent to Lloyd’s at Scilly dated St. Mary’s, April 11.

“In the pocket of one of the unfortunate persons drowned in the John & Ann, from Cadiz to London, wrecked here on the 29th January, and who was buried on one of the other Islands, the following articles were found and have been delivered to me by a boatman, viz., a silver snuff box, a penknife, and silver pencil-case. On the latter is engraved a fox and the word Tallyho.”

JOHN & ELIZABETH of Scilly [9/1/1807] (TL) (LV) - The ship was wrecked at Weymouth, Dorset. She was on a voyage from St. Martin’s, Isles of Scilly to Bergen, Norway. Caledonian Mercury, Issue 13267, 17/1/1807, quoting Lloyd’s List: 13/1/1807.

JOHN & MARY of Scilly [8/10/1773] (LV) (DNR) – Reported in IOSM, page 29:
“John and Mary, master Duff, of Scilly, drove on the rocks of St. Martin’s and after receiving considerable damage, was taken to St. Mary’s. Cargo received much damage.”

JOHN & MARY [26/2/1812] (TL) – Lloyd’s List: 3/3/1812, No. 4644:
“The John and Mary, Walton, from Oporto to Cork in ballast, was totally lost on the 26th ult. on the Rocks of Broad Sound, Scilly: Crew saved.” Similar information in IOSM & SI.

JOHN & MARY of Scilly [7/2/1833] (TL) – Royal Cornwall Gazette, Saturday, 16/2/1833:
“On Thursday night, 7th inst. the John and Mary schooner of Scilly, Mumford master, 47 tons, laden with provisions from Cork for Plymouth, was driven on shore at Porthleven – crew and most of the cargo saved-vessel a total loss.”

JOHN & MARY [23/9/1876] (AD) (TL) – Edinburgh Evening News, Monday, 25/9/1876:
“At Land’s End the schooner John and Mary, from Swansea, became a total wreck. Her crew had abandoned her off Scilly, and they have since landed at St. Ives.”

JOHN & MARY [2/1893] (Col) (AD)– Referenced in CSIOS, page 122: A Truro schooner, after parting her cables, collided with a Greek schooner and was abandoned in St. Mary’s Roads.

No reference found.


“Petition recommended by Sir Francis Godolphin in behalf of four poor widows, who lost their husbands in a storm near Scilly coming ashore from the Jonas.”

JONAS LIE [14/1/1945] – This was an American Cargo Steamer of 7,198 tons built in 1944. On the 9/1/1945 when on route from Swansea & Milford Haven for New York in ballast she was torpedooed by German submarine, U-1055 when off Grassholm, Pembrokeshire, Wales. 2 crew lost from a total of 69. Survivors were rescued by HMT Huddersfield Town and Fosna (Norwegian). On the 11/1/1945, SS Jonas Lie was taken in tow by Empire Sprite and HMS Stormking but the tow parted the next day. At 13.00 hours on 13 January, the St. Mary’s lifeboat took the boarding party off and landed them at St. Mary’s. The vessel foundered the next day. Coxswain Matthew Lethbridge and Second Coxswain James T. Lethbridge received the RNLI thanks inscribed on vellum for fine seamanship in the rescue of a salvage party of 15.

JONG LOUIS [5/1836] (DNR) – Public Ledger and Daily Advertiser, Monday, 23/5/1836:
“Scilly, May 17: The galliot Jong Louis, Medler, master, got on the rocks at Scilly, in attempting to get in without a pilot. She was afterwards floated off, and 20l. paid for the trouble of the pilots and taking her in.”

JONG(E) NICHOLAS [11/1823] (TL) – Naval Intelligence. Liverpool Mercury; Issue 650. 14/11/1823:
“Netherlands: The ship was lost off the Isles of Scilly, United Kingdom. She was on a voyage from Liverpool to Antwerp.”
Also; Gore's Liverpool General Advertiser, Thursday, 13/11/1823:

“The Jonge Nicholas, Peters, hence for Antwerp, is supposed to be lost; as a boat, with 'H. Peters' on the stern, and some cabin furniture were found on the Island of Bryher, Scilly.”

JOSEPH [2/5/1777] (TL) – New Lloyd's List: Fri. 2/5/1777, Supplement to No. 846:

“A Vessel, loaded with Iron and Nuts, supposed to be the Joseph, Ottero, from Bilboa to Exeter, is lost at Scilly, and all the Crew perished.”


See Searcher.

JOSEPH (& MARY) [1/11/1823] (AD) - The Morning Post Issue 16498, 6/11/1823:

“The ship was abandoned in the Atlantic Ocean off the Isles of Scilly.”

The Morning Chronicle Issue 17022:

“Joseph and Mary from Malaga to Cork. The ship was abandoned 1st ult. in the Atlantic Ocean 30 nautical miles (56 km) off the Isles of Scilly with the loss of the Mate. Survivors were rescued by Liberty, Brown, from Dungarvon to London.”

Also; Lloyd's List: Fri. 7/11/1823, No. 5853.

JOSEPH & BETSEY [21/1/1771] (TL) – New Lloyd’s List: Fri. 8/2/1771, No. 196:

“The Joseph & Betsey, a tender, is totally lost off Scilly.” See also SI.

JOSEPH HOWE [6/1/1861] (AD) – Morning Chronicle, Wednesday, 9/1/1861:

“The Joseph Howe, from Cardiff to Loando, abandoned (and foundered) in lat. 47 N., long. 7 W., and the crew taken off by the Indus, from Madras, and landed at St. Mary’s, Scilly, on the 6th inst.”

Lloyd’s List: 8/1/1861, No. 14,590.


JOSHUA NICHOLSON [18/3/1917] (TL) (WL1) - 1,853 gross tons, defensively-armed, 18/3/1917, off Wolf Rock, torpedoed without warning and sunk by submarine, 26 lives lost including the Master. Ref. naval-history.net

JUBILEE [6/11/1832] (PTL) - Caledonian Mercury Issue 17366. 17/11/1832:

“The ship struck a rock and was beached on Tresco, Isles of Scilly. She was on a voyage from Plymouth, Devon to Newport, Monmouthshire.” Slightly different report; Morning Post, 13/11/1832: “The Jubilee, from Plymouth to New York, was run on shore at Scilly on Tuesday, with three feet water in her hold.”

Lloyd’s List: 13/11/1832.

JUDITH and THOMAS of Scilly [2/8/1809] (TL) (LV) - Bath Chronicle and Weekly Gazette, Thursday, 2/2/1809:

“The Judith and Thomas of Scilly, foundered near Milford. Capt. Arebur, of Neath, had her in tow for several hours and when all hope of keeping her afloat had vanished, he succeeded in saving the crew by means of empty water-casks, except one man, who missed his hold and perished.”

JULES [20/12/1829] (Col) (AD) – Western Times, Saturday, 19/12/1829:

“The French brig Jules, of Granville, was brought into St. Mary's, Scilly on the 20th ult. by two pilot boats, having been fallen in with to the southward, dismasted and abandoned. She is in ballast, and appears to have been in contact with some other vessel.”

JULIA [31/12/1834] (DNR) – Caledonian Mercury, Saturday, 6/12/1834:

“Scilly, November 25: The Julia, Lundt, from Liverpool to Antwerp is put in here leaky; the cargo of the Julia is damaged.”

The IOSM reports that she had struck the rocks when getting underway, and had to be run ashore on Tresco. 1200 animal skins carried as cargo were damaged.

Also; Lloyd’s List: 13/1/1835, No. 7020.

Reports in IOSM & SI.

JULIE [10/2/1871] - WoS page 80. Name may be Juste. See below.

JUNO [10/1/1797] (TL) - Times: Wednesday, 11/1/1797, Issue 3790:

“Two wrecks, Juno & Albion. The Juno transport, from London to Africa, the Albion, Johnson, from Ipswich to Bristol, are lost at Scilly. Several other vessels have sustained considerable damage in the last gales.”

Lloyd's List: Tues. 10/1/1797, No. 2888:

“The Juno Transport, from London to Africa; the Albion, Johnson from Ipswich to Bristol, are lost at Scilly. Several other Vessels have sustained considerable Damage in the late Gales.”

Only listed in WoS, citing the Eastern Isles.

JUNO [c.8/1809] (TL) – Royal Cornwall Gazette, Saturday, 29/9/1810:

“The master of the vessel lost near Scilly in August last (at the time supposed to be the Juno, in consequence of an oar washing on shore with that name on it) is Thomas Oxton, his body having been washed on shore near Padstow, and by the bill of sundries found in his pocket, for the use of the ship’s company, the following are supposed to be part of his crew: viz. – Matthew; _ Andrew; - Lawson; J. Winder; - Ennis; John Bremelow; John Crane; F. Carpenter; James Henry and John White.”

100
**JUPITER** [13/1/1821] (DNR) – Lloyd’s List: Tues. 23/1/1821, No. 5562:
“The **Jupiter**, Quarman, from Bristol to Oporto, put into Scilly 13th inst., leaky, and with loss of small bower anchor, long boat, caboose, &c and part of the cargo thrown over, and must repair.”
Similar report in the Caledonian Mercury, 27/1/1821.

**JUST** [4/1811] (DNR) – Bell’s Weekly Messenger, Sunday, 14/4/1811:
“The **Just**, Thomas, from Waterford to Jersey, put into Scilly 30th ult. full of water. Cargo discharging.”
Royal Cornwall Gazette, 6/4/1811: Adds: “with provisions and Grain, sprung a leak at sea and cargo badly damaged.”

**JUST** [6/12/1812] (DNR) – Caledonian Mercury, Saturday, 9/1/1813:
“The **Just**, Jackson, from Seville to London, was taken and plundered 6th ult. by the Augusta French privateer. She arrived at Scilly, 22d with damage and leaky.”

**JUST** [29/7/1813] (DNR) – Lloyd’s List: Tuesday, 3/8/1813, No. 4792:
“The **Just**, Hicks, from Penzance, struck on a Rock in St. Mary’s Pool, Scilly, on Thursday and sunk, but will probably be got off.”

**JUSTE** [c.10/3/1781] (TL) – Caledonian Mercury Wednesday 14/3/1781, page 2:
“The ‘**Juste**’ frigate of 44 guns, and 340 men, was wrecked upon the rocks of Scilly on Saturday the 10th, and not a single person, officer or man, saved. A sixty-four-gun ship named **Le Priappes**, supposed to have been the **Atlas**, was lost at the same time, and all the crew perished.” See also **Hector**.
‘K’ Entries

**K-5 (HMS)** [20/1/1921] (TL) – Driffield Times, Saturday, 29/1/1921:
“The British Submarine K 5 with a crew of six officers and 51 men, has been lost about 120 miles’ south-west of the Scilly Islands, while engaged in manouvers with the Atlantic Fleet.”

Hull Daily Mail, Wednesday 10/6/1931: “K5 disappeared; supposed off the Scilly Isles; 57 lives lost.”

Photograph in WoS page 183. A large amount of information available on the Internet.

**KANGAROO** [1/1813] (DNR) – Caledonian Mercury, Saturday, 9/1/1813:
“The Kangaroo, Scarrel, from Bideford to London, lately received considerable damage at Scilly by striking on a rock.”

**KAREN AND SOPHIA** [11/1797] (DNR) - Lloyd’s List: Tues. 27/11/1797, No. 2971:
“The Karen & Sophia, Tomerey, from Barcelona to Hambro, struck on the Rocks in coming out of Scilly, and must unload to repair Damage.” Also Caledonian Mercury, 2/12/1797.


**KATE** [3/1838] (DNR) – Times: Tuesday, 6/3/1838, Issue 16669:
“Scilly, February 25. – The Kate, from Demerara, broke her windlass &c. and ran into St. Mary’s Pier.”

**KATHERINE** [7/1807] (Col) – See Catherine.

**KEDAR SS** [24/9/1867] (DNR) – Greenock Telegraph and Clyde Shipping Gazette, Saturday, 28/9/1867:
“The SS Kedar: Our readers would observe yesterday, that the steamer had been towed into Falmouth by the steamer Theban on Wednesday morning. The Theban sighted the Kedar, firing guns of distress, on Tuesday morning, about 35 miles south of Scilly, at 7 a.m., and took her in tow at 10.30 a.m. The Kedar was bound from Alexandria for Liverpool. Her forward crank shaft had broken on Saturday the 21st. It was disconnected and the steamer was propelled by the after engine, but on Monday the shaft connected with it broke.”

**KEEPER** [10/6/1917] (TL) WL1 – 572 gross tons, June,1917, Irish Channel, possibly torpedoed without warning by submarine, date uncertain, listed as the 10th, 12 lives lost including the Master. Ref. naval-history.net

**KELSO** [5/6/1917] (TL) WL1 - 1,292 gross tons, defensively armed, 19/6/1917, 33 miles WSW from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

**KELTON** [25/4/1894] (TL) – Dundee Evening Telegraph, Tuesday, 5/6/1894:
“In Glasgow Court House yesterday Sheriff Birnie gave the decision of the Court in connection with the inquiry which was held on Friday by the Board of Trade into the loss of the barque Kelton, of Glasgow, which was abandoned 140 miles west of the Scilly Islands in April last, while on a voyage from Cardiff to Mauritius. The Court found that neither the master nor officers were in default; on the contrary, the Court considered that credit was due to them for their endeavours to save the ship. The Court expressed their appreciation of the services of the master of the steamer Europe.”

“The 1776 ton barque was upset by a squall on the 25th April.”

**KEYSTONE / HIPPOLYTE** [10/1876] (Col) (TL) – Sheffield Daily Telegraph, Thursday, 26/10/1876:
“The barque Keystone, of Truro, N.S., has been sunk by a collision with the Hippolyte, of Liverpool, off the Scilly Islands. The crew were saved.” See also Hippolyte.

**KING CADWALLON** [22/7/1906] (TL) – Times: Monday, 23/6/1906, Issue 38079:
“A Lloyd’s telegram from Scilly says the British Steamer King Cadwallon, Barry for Naples, stranded in a dense fog on Lewis Rocks, St. Martin’s Island, yesterday morning. The message added she was full of water and sinking fast, was listed heavily to starboard, and would probably become a total wreck. The crew of 28 landed at King Cadwallon’s.”

Times: Tuesday, 24/6/1906, Issue 38080: “The most serious case is that of the King Line Steamer King Cadwallon, ashore in the Scilly Isles. She is described in early reports as full of water and probably a total loss; a salvage officer has gone to the spot. The King Cadwallon, of 3275 tons, built in 1900, is owned by Phillips, Phillips and Co., and valued at £28,000.”

Times: Friday, 27/6/1906, Issue 38083:
Further discussion confirming the ship as a total loss. Much discussion on the question of stationing salvage boats and equipment in the south-west. More detail in this Times report.

Dundee Courier, Friday, 17 8/1906: “The Board of Trade decision was given yesterday with regard to the stranding of the Glasgow steamer, King Cadwallon, on Lewis Rock, Scilly Isles. The Court found that the loss of the vessel was due to the careless and negligent navigation of Captain George Mouat in continuing his course for sixteen miles without being able to ascertain the position of the vessel owing to the foggy weather. The captain’s certificate was suspended for three months, and the mate’s certificate granted during the suspension.” Location: N49-58-002: W006-14-622.

Good reports in the SI & WoS page 147-148.


No. 62. - The Packet Boats 1702-1715. (Also in Calendar of State Papers 1706-1708)

“Drummer freighted the Kingston on his own account and carried over 22 military recruits for Jamaica. Governor Handasyd was asked to let her clear customs promptly because she was intended to join the packet service on her return. Handasyd calls her a Galley, but little is known except that she was lost on the Scilly Isles on her return”. The ship left in March, 1707.

However, by 14/2/1708, Thomas Handasyd reports that “the Kingston has still not arrived.”

Also, in the British West Indies Study Bulletin No. 44 on page 12 it states:

“Kingston was wrecked, supposedly lost at Scilly in April 1708”

KINGSTON [3/1858] (DNR) – Hull Packet, Friday, 26/3/1858:

“Tresco: The Kingston, Clutterbuck, of Hull, having completed her repairs in New Grimsby harbour, in proceeding towards the roads at high water, after having passed the Shallows, the wind falling light, was dragged by the tide on the shelf of Holman Rock, where she lay until the following tide, when she got off without assistance, with false keel much damaged, and probably part of the main keel; makes about three inches per hour. She now lies in the roads, and is expected will have to discharge.”

KINPURNEY [15/1/1917] (TL) (WL1) - Sailing vessel, 1,944 gross tons, 15/1/1917, 110 miles W from Bishop Rock, captured by a German Submarine and sunk by torpedo.

Ref. naval-history.net

KINROSS 7/5/1917] (TL) (WL1) - 4,120 gross tons, defensively-armed, 7/5/1917, 10 miles E from Wolf Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

KINSALE [6/1744] (DNR) – Caledonian Mercury, Monday, 25/6/1744:

“We hear the Kinsale Man of War has taken a Martinico Ship, and brought her into Scilly, worth 60,000L”

KNIGHT TEMPLAR [c. 3/1873] (TL) – Huddersfield Chronicle, Thursday, 3/4/1873:

“The Board of Trade inquiry into the foundering of the Knight Templar off the coast of Scilly concluded in Glasgow yesterday, when the Court found that there had been no default on the part of the master or crew, but that the vessel was lost under circumstances that should not have proved disastrous to a properly-constructed and high class ship. The Court found the owner free from any blame as regarded either insurance money or freight.”


“The Norwegian steamer Kong Ring has been sunk. The crew were rescued.”

SI reports she was torpedoed by U-18.

SS Kong Ring, built by Nylands Verksted, Christiania in 1913 and owned at the time of her loss by A/S Det Søndenfelds Norske Dampskelskab, Christiania, was a Norwegian steamer of 1611 tons. On 11/9/1916, Kong Ring, on a voyage from Almeria to Glasgow with a cargo of fruit, was sunk by the German submarine UB-18 (Otto Steinbrinck), 30 miles southwest from the Scillies.

There were no casualties. Ref. wrecksite.eu

KONG SVERRE [21/8/1896] (AD) (TL) – Morning Post, Monday, 7/9/1896:

“On board the Hawarden Castle, which arrived at Plymouth yesterday, were the captain, chief officer, and the crew of the Norwegian barque Kong Sverre, which was abandoned in the Bay of Biscay on August 21. The crew were landed at Madera by the Plymouth barque Rose of Devon. The Kong Sverre was bound from Cardiff to Kingston, Jamaica, with coal.”

Some other reports say she was finally lost amongst the Western Rocks.

KUL [12/6/1918] (TL) (WL1) - 1,095 gross tons, defensively-armed, 12/6/1918, 3½ miles NE ¼ N from Wolf Rock, torpedoed without warning and sunk by submarine, 4 lives lost.

Ref. naval-history.net

KURDISTAN [20/10/1910] (TL) – Portsmouth Evening News, Monday, 7/11/1910:

“Forty Lives Lost: A telegram received at Liverpool from Teneriffe state that a German steamer, Santa Ursula, landed on Saturday the only two survivors of the British steamer Kurdistan bound from Manchester to Bussorah which foundered sixty miles off the Scilly Isles on October 20th. The two men, whose names are Brown and Barg, were picked up utterly exhausted by the British ship Vincent twenty hours after the Kurdistan foundered and transferred to the Santa Ursula. Three lady passengers onboard were, Mrs. Langridge, Miss Chatteris and Miss Levy.” Report very faded.

The use of the definite article is not generally used for the vessels named in this directory, apart from some of these French vessels.

**LA BONA (BONNE) RESOLUTION** [15/2/1787] (Sal) - Times: Saturday, 22/4/1786, Issue 415: “The Bonne Resolution, Ejadering, from Batavia to Amsterdam, said to be lost, was seen being towed into the Scilly Islands.”

Sale of Cargo Tuesday, 6/2/1787, Issue 668: Advertised many times.

**LA CALIPSO** [1803] (TL) - Reported in IOSM, page 42. Went ashore and became a total loss. No other reference found.

**LA CONCEPCION** [12/1870] (Col) (TL) – Driffield Times, Saturday, 31/12/1870:

“On Friday morning, in a thick snowstorm, the French Brig La Concepcion, bound for Barcelona with coals, was run into off Scilly Islands by the English barque Carry Wright; the Concepcion being cut in two amidships. The master and five men got on board the barque, but one man and a boy were drowned.”


**La Fraternité**, built by A. Bossard, St. Malo in 1899 and owned at the time of her loss by H. Chédru, Fécamp, was a French wooden bark of 477 tons. On 3/10/1916, La Fraternité, on a voyage from Port Talbot, was sunk by the German Submarine UB-38 (Erwin Waßner), 20 miles northwest from lle Vierge, Brittany. Ref. wrecksite.eu

**LA MARIA CLARA** [30/12/1780] (TL) - St. Mary's: Reported in SI & WoS page 105. No other references found.

**LA POROUCHE / KERSVEGEN** [2/7/1853] (Col) (TL) – Morning Chronicle, Tuesday, 5/7/1853:

“Falmouth, July 3: Put in the Kersvegen from London, with loss of bowsprit and bows stove, having been in contact with the French Brig La Porouche, of Nates, from the West Indies; the latter sank; crew rescued, and gone to Havre in a French ship which happened to be near the spot.” Brief report in SI.

**LA SIDONIA** [9/1825] (Sal) -. Morning Post, Wednesday, 21/9/1825:

“The equinoctial gales may be said to have commenced on Saturday last at Scilly, when it blew very strong from the S.W. Towards the evening, a dismasted vessel was seen to the northward of the islands; and after great exertion and danger on the part of the men who went to her assistance, was safely brought into the harbour of New Grimsby, where she now lies, performing quarantine. She proves to be a French schooner, called La Sidonia, Ameline, master, from Alicante for Rouen, with barilla.”

**LA VIRGIN(IA) DEL CARMEN** [9/12/1806] (TL) – Caledonian Mercury, 20/12/1806, Issue 13255:

“The 50-ton Spanish Felucca was wrecked in the Isles of Scilly.”

Lloyd’s List: 16/12/1806:

“The Virgin Del Carmen, of St. Sebastian’s from Vera Cruz to Cadiz, prize to the Minerva, McKinley, from London to Surinam, is lost at Scilly.”

See also Royal Cornwall Gazette, 13/12/1806. Other reports say she was laden with indigo, cochineal and specie, with only one Spaniard and one Bremener saved.

**LE BEARNAIS** [10/3/1893] (Col) (TL) – Wolf Rock – Morning Post, Monday, 13/3/1893:

“Penzance: A telegram from Falmouth states that Captain Finkernogel and crew of the French barque Le Bearnais, of Marseilles, from Havre for Cardiff, in ballast, have landed here from the steamer Llanberis, of Cardiff. The Le Bearnais was run into, and sunk immediately, by the Llanberis at 3.40 yesterday afternoon, six miles from the Wolf. The Llanberis has proceeded to her destination apparently without damage.”

Mentioned in SI & WoS page 180.

**LE BRAVE** or **BRAVE** [1806] (TL)

Note: Le Brave founder near the Azores on the 12/2/1806 and not off Scilly as has been previously reported in several publications. The unsubstantiated story that parts of ‘Le Brave’ were reported to have been ‘washed up on St. Martins’ is not evidence of her loss at Scilly. It is, however, entirely possible, and even quite likely, that buoyant parts of the ship did in fact drift up from the Azores to Scilly in 1806 after Le Brave was lost; so this part of the claim could be proven true; if an original source of the event exists? Ref. The Naval Biography of Great Britain by James Ralfe & The Royal Naval Biography by John Marshal.

Detail: French Warship ‘Le Brave’. Captain Louis Marie Coude, was taken as a prize by the British after an engagement off St. Domingo in February, 1806. ‘Le Brave’ suffered 260 killed and wounded. She was badly holed and her masts were all but shot way. She was being escorted to England by HMS Donegal under Captain Pulteney Malcolm.
Le Brave had a scratch crew on board commanded by Captain Edmund Boger. To keep the warship afloat, the crew had jettisoned some of her guns and were working the bilge pumps at full capacity. However, the water continued to gain on them. Nearing the Azores, a rescue occurred: ‘On the passage home the ships were dispersed in a heavy gale of wind. Captain Malcolm, however, knowing the defective state of one of the prizes, Le Brave, of 74 guns, kept close to her, and fortunate he did so; for on the weather moderating, he found that in addition to the loss of all her masts, she had ten feet of water in her hold. Seeing that there was no prospect of preserving her from foundering, he determined upon removing her crew; a service attended with very great risk, on account of the heavy sea then running; but which was at length happily effected, and the ship abandoned to her fate. Previous to their quitting to the Donegal, General Carmichael and several other military officers, who had been passengers on board Le Brave addressed a letter to Captain Malcolm.’ (See Below)

HMS Donegal. 30/4/1806. To Captain Pulteney Malcolm Esq.

“Sir, the gentlemen who were passengers in his late ship Brave, feel it a duty incumbent on them to express their most grateful thanks for being under providence rescued by you from the impending fate of shipwreck in the midst of a tempestuous ocean, after the strenuous endeavours of Captain Boger, his officers, and exhausted crew; had been rendered abortive, and which must inevitably have terminated in a lamentable event, had it not been for that energy and perseverance which has distinguished your character not less in the profession of your countries glory than active humanity in relieving those in distress, and from which you are not to be restrained by perils of fatigue. In offering this tribute we are fully confident of the heartfelt gratification that must reward a benevolent mind on those occasions which have recently occurred in your arduous service. We beg also to acknowledge our warm sense of the hospitality we have experienced from you and the officers of the Donegal, which with their unprecedented and humane exertions has made an impression that will ever be retained in lively remembrance. We have the honor to be, with the highest sentiments of esteem, &c. &c. &c. Signed- H. Lyle Carmichael; J Twigg; John P Nugent; Robert Pringle; William Ashley; Val Ravenscroft.”

LE DESIRE DE PAIX [29/11/1830] (TL) – Royal Cornwall Gazette, Saturday, 11/12/1830:

“On Monday evening a French chasse marrée (Le Desire De Paix), from L’Orient, with salt fish, was piloted into Porth Cressa, (Notwithstanding the numerous rocks and ledges which render that bay so dangerous,) and ran up on the beach, without much injury. She had previously struck on a rock near Old Town Bay, and her crew were nearly exhausted by fatigue.” Lloyd’s List: 17/12/1830, No. 6595.

Times: Saturday, 18/12/1830. Issue 14413:

“France: The Desiré de la Paix was wrecked in the Isles of Scilly, United Kingdom.


IOM page 135. No other references found.

L’ALERTE [2/1870] (TL) – Luton Times and Advertiser, Saturday, 29/6/1872:

“A handsome binocular glass was presented to Captain Francis Jeune, at Jersey, on Monday, by his Excellency Major-General Guy, Lieutenant Governor, on behalf of the President of the French Republic, for rescuing the crew of the L’Alerte, when their vessel was in a sinking condition off the coast of Scilly in February, 1870. Captain Jeune’s vessel, the Bridesmaid, was at the time in a very perilous condition, owing to the damage she had received in the gale, rendering the task of rescuing the French crew very hazardous.”

L’ALEXANDRE – [4/5/1806] (DNR) - Times: Monday, 12/5/1806, Issue 6734:

“L’Alexandre, French ship, of 80 guns, captured by Sir John Duckworth, arrived off Scilly on Sunday last. She came into St. Mary’s Road under jury masts, and had suffered so much at sea, as to be forced to throw her lower deck guns overboard.”

L’AMILIA [24/2/1838] (TL) – Falmouth Express and Colonial Journal, Saturday, 10/3/1838:

“The Scilly Islands suffered from the high tides and gale of Sunday se’nnight. The quays were much damaged; and the Sicilian brig L’Amelie, from Messina to Antwerp, with fruit, was driven on the rocks at Tresco, and lost.”

Note: IOSM has Amelie and SI has L’Amilta. See also Lloyd’s List: 5/3/1838, No. 7488:

L’AUTHIE [11/10/1909] (TL) – Cornishman, Thursday, 14/10/1909:

“The French steam trawler L’Authie, Boulogne, 2505, Captain Larmet, struck the Island of Gorregan, near the Bishop Rock, at 3.40 on Monday morning, during a dense fog and fresh wind. The crew of 15 took to their boat and held it head to the wind until daybreak, when they steered before the wind for land. When near St. Agnes they were perceived by George Mortimer, who piloted them to St. Agnes, where they were received, fed, and provided with warm clothing by the islanders. The French Consul was communicated with, and the crew were brought to St. Mary’s and provided with all necessaries. They will be sent home at the next opportunity. All the crew are well.”

Cornishman, Thursday, 18/11/1909:

“The remains of L’Authie have been sold to Captain Jenkins and Co.” Some detail in IOSM & SI.
LACTURA, LECTURA or LACTINA [9/1/1852] (Col) (TL) – Exeter and Plymouth Gazette, 24/1/1852: There are several spelling variations in many reports. In this report it is spelt Lactina, the property of Mr. Lewis Oldrey of Salcombe which on the afternoon of the 9th January when laden with fruit from Seville for Glasgow, was ran into by the Arabian screw-steamer thirty miles N. E. of Scilly. The master, and three crew got on board the Arabian but the mate James Youlden missed his hold, fell overboard and drowned. Samuel Partridge, Nathaniel Jarvis and John Ryder were taken to Salcombe. Lloyd’s List: 12/1/1852, No. 11,795.

Two references in the SI & WoS. Probably the same ship.


LADY DAPHNE [25/12/1927] (SAL) (PTL) – Cornishman, Wednesday, 28/12/1927: “At the height of the gale, at about 9 p.m. on Christmas night, Capt. Theodore Whitby, of Grays, Essex, skipper of the ketch Lady Daphne, was washed overboard, and drowned. The two remaining members of the crew were rescued at great peril by the Lizard lifeboat, and landed at the Lizard. Later, they were taken to Falmouth.”

A very long and detailed story continues. In summary, the ketch was abandoned. She ended up in the Isles of Scilly where the lifeboat towed her to Tresco. See also Cornishman, 4/1/1928.

LADY DUNDEAS [1/1828] (TL) – Morning Chronicle, Saturday, 19/1/1828: “Plymouth, Jan. 16: On the 10th of January ran down off Scilly, the Lady Dundas, from London to Teneriffe; crew taken on board the Conflict.”


LADY KENNAWAY [11/1847] (AD) (PTL) – Public Ledger and Daily Advertiser, Thursday, 18/11/1847: Cork; “November 14: The Lady Kennaway, Avery, of and for London, from Bombay, was abandoned on the 11th inst. about 200 miles west of Scilly, with three feet water in her hold, and loss of rudder; passengers and part of the crew taken on board the Mense, for Falmouth; the remainder landed at Cork.”

LADY LOUISA [2/2/1840] (TL) – Falmouth Express, Saturday, 8/2/1840: “On Sunday last, a schooner, without any canvass on her, was seen to the Southward of the Scilly Islands, the weather at the time being most tremendous. She made St. Martin’s head and ran on a reef of rocks called the Guthers. She proved to be the Lady Louisa, Henley, of and bound to London, from Rio Janeiro, with coffee, 75 days from her port of loading. The crew were in a most deplorable state, having been without water 12 days, and salt water having reached their bread, with all their sails blown away. We are happy to state that they were taken off in safety, and conveyed on Monday to St. Mary’s. It was a most providential landfall for the poor fellows in their distressed and helpless condition. The cargo cannot be saved.”

Lloyd’s List: 8/2/1840, No. 8088. WoS page 156.

LADY MONA [18/2/1855] (DNR) – Greenock Advertiser, Friday, 2/3/1855: “Scilly, February 26: The Lady Mona, Legg, from Singapore for Clyde, with loss of bowsprit, jibboom, bulwarks, five stanchions, long boat stove, and part of cargo, about four or five tons of sago and sago flour thrown overboard, all of which damage was sustained on the 18th and 19th inst.”

LADY OF THE ISLES (of Scilly) [9/1904] (DNR) (LV) – Sheffield Daily Telegraph, Friday, 2/9/1904: “Lloyd’s Penzance agent telegraphed last night: Lady of the Isles, of Scilly while making an excursion trip, struck a rock near Lamorna Cove, four miles west of Penzance and is now beached, full of water, in Lamorna Cove. Assistance is being rendered.”

LADY OF THE WEST [12/1852] (TL) - Leicestershire Mercury, Saturday, 26/2/1853: “The English Government has sent through its Ambassador in Paris a telescope, as a present to Captain David, of the Louis Napoleon, of Bordeaux, for his humane conduct in December last towards the crew of the Lady of the West, which foundered to the westward of Scilly.”

LADY RAGLAN [c.31/3/1856] (RNR) – Royal Cornwall Gazette, Friday, 11/4/1856: “Scilly: Picked up on the 31st March, 1856, on Annet Island, a Head Board about 8 feet in length, painted black, with Lady Raglan painted thereon in white letters, probably washed away from the vessel in the vicinity of Scilly during the late severe gales of wind.”

LADYWOOD 1/5/1917] (TL) (WL1) - 2,314 gross tons, 1/5/1917, 15 miles SW from Wolf Rock, captured by submarine, sunk by bombs. Ref. naval-history (See also MAT.)

LAFARO [2/2/1902] – See LOFARO.
“The Lamilta, Caffiero, from Messina to Antwerp, is on shore at Scilly, and full of water.”

LANGPORT [11/1858] (TL) – Western Daily Press, Friday, 26/11/1858:
“The Langport, Gower, of Bridgewater, for Teignmouth (salt), has foundered off Scilly; crew saved by the Newbottle, of Shields, and landed at Falmouth.”

LAPWING / MARTIA [15/1/1783] (Incident) – Hereford Journal, Thursday, 23/1/1783:
“Extract of a letter from St. Mary’s Scilly, Jan. 15. – This morning came in the Lapwing privateer, in a very shattered condition, and had brought in with her a French privateer of six and nine-pounders. The prize is a mere wreck, having no mast standing, and being very leaky. The engagement between her and the Lapwing lasted, at close quarters, near two glasses, during which the French had eight men killed and fifteen wounded, four of which are since dead. The Lapwing had seven men killed, and fifteen wounded, three of whom died of their wounds soon after. The privateer belongs to Dunkirk, and is called Martia.”

LARCHMORE [3/7/1915] (WL1) - 4,355 gross tons, 3/7/1915, 70 miles SW ½ S from Wolf Rock, captured by submarine, sunk by gunfire, 1 life lost. Ref. naval-history.net (See also MAT.)

LARK [2/1799] (DNR) - Times: Saturday, 23/2/1799, Issue 4417:
“The Lark, Newport, from Waterford to Portsmouth, is lost at Scilly. The cargo is expected to be saved.”

LARKINS [11/1838] (Incident) - Public Ledger and Daily Advertiser, Thursday, 22/11/1838:
“Penzance, Nov. 19: Last night landed here Captain Ingram, of the ship Larkin, of London, from Calcutta, out 138 days, having, with a pilot from Scilly on board, struck on the Nun Deeps rocks off Scilly and soon made a great deal of water. When about two miles from the Rundlestone, Captain Ingram, with 22 passengers, left the ship and landed here in the pilot boat. The captain came on shore to get extra number of hands to go off to assist the crew pumping; when he left she had much water in her, and the crew could not leave the pumps a moment. This morning a great look out was kept for the ship, supposing she would get into the bay; but the wind veering to the south-west, and moderate, it is thought she has weathered the Lizard, and may probably get to Falmouth or Plymouth. Three large boats with 25 men, have gone off to assist her, and have not returned.”

LATONA / JAPANIC [20/5/1908] (Col) (TL) – Western Gazette, Friday, 225/1908:
“The steamer Latona, 2,708 tons, of Dundee, was sunk in collision near the Scilly Islands on Wednesday morning with the steamer Japanic, of Sunderland. All the crew and passengers were rescued. There was a dense fog at the time, and the Latona, which was bound for London from Montreal with general cargo and cattle, was stuck amidsthips. Boats were launched from both steamers, and amid much excitement the work of rescue was carried on. The Latona sank 20 minutes after being struck. The crew numbered 59, and there were four passengers; a husband, wife and two children. The rescued were marshaled on board the Japanic, and when they were numbered they totaled 67, the increase being accounted for by the fact that the shock of the collision had driven four stowaways out of their hiding-place on the doomed Latona. The survivors lost their effects, some escaping only half clad and without shoes or stockings. The Japanic then steamed to Falmouth, and landed the Latona survivors.”

Reports in IOSM, SI & WoS page 180.

LAVINIA or LAVENIA [1/12/1863] (TL) – Bristol Mercury, Saturday, 12/12/1863:
“Wreck of a Newport Ship: Intelligence reached Newport on Sunday of the shipwreck of the Lavinia, brig, of this port, Richard William Lord, master, on Rat Island, Scilly, on the 1st inst. The Lavinia was the property of Mr. Mogub, ship-owner, of the port, and sailed hence for Poole. In his letter, the captain says: ‘The Lavinia is on shore and will become a wreck; the coals are all washing out of her bottom.’ The cargo was fortunately insured. The ship herself, however, was not insured.”

Lloyd’s List: 5/12/1863.

LEANDER (Incident) - Times: Saturday, 23/8/1788, Issue 1149:
“Admiral Sawyer, in the Leander of 50 guns had very nearly been lost of the rocks of Scilly last Saturday going nine knots, when fortunately, the fog cleared up just in time to wear the ship, and they were providentially saved from their impending danger.”

LEBANUS [12/1830] - No references found as yet. Royal Cornwall Gazette, 29/1/1831 has the Regulus, Smith striking the Seven Stones on the 22/1/1831.
This vessel was taken to Penzance by two Coverack pilots. SI has Libanus and the date 1830. WoS only has it listed with the date, 12/1830.

Leda [c.20/2/1874] (AD) – West Briton and Cornwall Advertiser, Thursday, 26/2/1874:

“On Friday morning three pilot cutters brought into Scilly a derelict, the German schooner Leda, from Wilmington for London.”

A later edition has: “Three pilot cutters at Scilly were so fortunate as to bring a derelict vessel into port on Friday last. The vessel is stated to be the German three-mast schooner Leslie? from Wilmington for London, with rosin and turpentine. Captain Barnes, of the Queen of the Bay steamer, had previously made a fruitless search for the abandoned vessel.

Leitás [19/1/1867] (TL) – Glasgow Herald, Thursday, 24/1/1867:

“London, Jan. 23. – The steamer Leitás, from Glasgow for Bahia, foundered off Scilly on the 19th Jan., three men drowned.”

Lelia [14/10/1871] London Daily News, 16/10/1871:

“French schooner, from Cardiff to France, with coals, has been run on to the beach at Scilly, with 4 feet of water in her hold, having struck (Spanish Ledge) whilst making for the harbour.” CSIOS, page 69.

Leo of Scilly [11/11/1814] (LV) (TL) – Lloyd’s List: 22/11/1814: The ship was wrecked near Calais, France. She was on a voyage from St. Martin’s, Isles of Scilly to Strömstad, Sweden.

Also; Caledonian Mercury issue 14503, 26/11/1814.

Leonie [5/1/1846] (DNR) – Lloyd’s Weekly Newspaper, 11/1/1846:

“The Leonie, Damonig, from Charente for Liverpool, was at Scilly January 5th, leaky, &c.” *

Exeter Flying Post, Thursday, 29/1/1846:

“The claim of the salvors of the French brig Leonie, for getting that vessel off the rocks of St. Agnes and towing to St. Mary’s are now under the consideration of the magistrates. Her cargo of Brandy has been warehoused in good condition, and the vessel is now hauled up on ways ready to undergo repairs – her keel is entirely gone, and the bottom expected from the manner in which she beat on the rocks.”

*An example of an initial Lloyd’s entry being very much an understatement of the true state of a vessel. Unfortunately, there are so few examples of incidents like this which have a follow up.

Leon Bonnat [2/2/1921] (TL) – Western Morning News, Tuesday, 8/2/1921: Lengthy and detailed report. Précis: The crew of the French three-masted schooner Leon Bonnat, arrived at Penzance. Their ship had foundered off the Scillies last Wednesday, and the crew, numbering twelve, had been detained on Scilly by bad weather. The master stated that the Leon Bonnat was 377 tons and recently refitted. Bad weather damaged the vessel and she eventually hit the Crim ledges and foundered very quickly. The St. Mary’s lifeboat (Elsie) rescued the crew.

Lethe / Mary [9/1797] (Col) (TL) - Times: Friday, 20/10/1797 Issue 4019:

“Last month G. E. Ashley, Esq. sailed for South America in the Lethe, and was wrecked on the Scilly Rocks, having run foul of the Mary, transport.”

Letitia Tennant [14/4/1829] (TL) – Caledonian Mercury Issue 16797, 25/4/1829:

“The ship was driven ashore and wrecked at Crow Sound, Near St. Mary’s, Isles of Scilly. She was on a voyage from Limerick to London. Master and crew saved.”

Southern Reporter, 23/4/1829:

“Liverpool, April 18: The Letitia Tennant, Sinclair, from Limerick to London, struck some rocks at St. Mary’s Scilly on Tuesday, and it is feared both vessel and cargo would be lost.” SI & WoS page 105.

Morning Chronicle, 28/4/1829:

“The principal part of the cargo (1840 barrels’ oats) has been saved, but the vessel, it is feared will be a total wreck.”


Levernbank [20/11/1909] (AD) (PTL) – Cornishman, Thursday, 25/11/1909:

“The British barque Leverbank, of Glasgow, Bilbao to Cardiff, laden with iron ore, was abandoned three hundred miles west of Scilly on Saturday. She was totally dismasted, and in a very leaky condition, having been pierced by spars. Captain Turner, officers, and all the crew (29 in number) were landed at Dover from the Russian East Asiatic steamer Russia.”

Libanus [12/1830] (TL) - Reported in SI & Only listed in WoS.

No reference found, very little information available.

Liberia [5/1874] (Col) (TL) – Dundee Courier, Tuesday, 12/5/1874: A detailed and lengthy report which contains the names of the passengers and crew of the 53 persons who drowned. She was owned by the British and African Steamship Company and left the Mersey on the 11th ult. It appears that she met with a fearful gale on the 13th off Scilly and was in a collision. Pieces of the wreck were picked up off Brest. See also Barton. Much more detail in this report.

Liberty [4/1769] (DNR) – Lloyd’s List: Tues. 18/4/1769, No. 3468:

“The Liberty, Watts, from Lynn to Bristol, was on shore on the rocks of Scilly, but is since got off, both ship and cargo are greatly damaged, and since run on shore on the beach.”

Liberty [12/12/1813] (TL) – Public Ledger and Daily Advertiser, Monday, 31/1/1814:

“The Liberty, Privett, from Lisbon, was taken, on the 12th ult. off Scilly, by an American privateer and burnt.”

108
"Scilly: The French lugger, *Sibournais* of Nantes, from Cardiff, wrecked on the 19th ult., was, with cargo coals, sold by auction on the 22d ult., and realized £136."

Ref. naval-history.net

**LIMERICK** [28/5/1917] (TL) (WLI) - 6,827 gross tons, defensively-armed, 28/5/1917, 140 miles W ½ S from Bishop Rock, torpedoed without warning and sunk by submarine, 8 lives lost.

**LITTLE LIZZIE** [12/1822] (DNR) - Lloyd’s List: Tues. 24/12/1822, No. 5762:
"The Limerick Packet, Randall, from Dublin to London, has put into Scilly, and must discharge part of her cargo, the rape seed being much heated."

**LINNET** [2/8/1817] (TL) - Lloyd’s List: Tues. 12/8/1817, No. 5202:
"The Sloop Linnet, of Cardigan, was lost off the Crow (Scilly) on the 2d inst. Crew saved."

Some additional information in IOSM & SI.

**LINN FERN** [9/3/1876] (DNR) (PTL) - Glasgow Herald, Wednesday, 15/3/1876:
"Scilly, March 13: The Linn Fern of Glasgow, Capt. Nance, from Liverpool for Brave River? lying in the roadstead, parted her cable on the 9th inst., and dragged the other to the eastward of Crow Bar, whence she brought up. A pilot and several men from St. Mary’s went on board and hove up her anchor, and worked her into St. Mary’s Roads. She has since been supplied with an anchor and 75 fathoms chain-cable."

**LION** or **LYON** [2/1876] (TL) - New Lloyd’s List: Tues. 13/2/1876, No. 719:
"The Lyon, Boyman, a Transport, is lost at Scilly; the Crew and Passengers saved."

**LISBON PACKET** [8/1790] (DNR) - Lloyd’s List: Fri. 13/8/1790, No. 2220: "The Lisbon Packet, Nott, from L’Orient to Liverpool, is put into Scilly with Damage, and unloaded to repair."

**LITTLE LIZZIE** [3/1870] (Sal) - Curnubian and Redruth Times, Friday, 25/3/1870:
"Scilly: During a storm in the early part of December, four of the crew of the pilot cutter *Gem* boarded near the Scilly Island, at considerable risk, the brigantine *Little Lizzie*, which was in distress. They found one of the crew dead, and most of the remainder ill of fever. Her sails were gone and she was short of provisions. The salvors succeeded after great hardships, in taking the vessel into Padstow harbour. An action was brought for salvage in the Court of Admiralty, and £400 with costs, were awarded. The brigantine, with her cargo and freight was worth £3,800."

**LITTLE SUN** [1667] (TL) - Calendar of State Papers. Domestic series Charles II 1667 April 8th.
"Warrant to the Commissioners for the prizes to order delivery of the hull of the prize, *Little Sun*, bulged at Scilly, to Col. Ant Buller, to be broken up for planks and platforms, for the use of the garrison."

**LITTLE WESTERN** [6/10/1872] (TL) - Royal Cornwall Gazette, Saturday, 12/10/1872:
"The steamer *Little Western*, Capt. Hicks, struck on the Southern Wells, on Sunday morning about one o’clock, off the island of Samson, Scilly, and went down. The steamer had left Penzance the same morning about 10.30, delivering her mails at Scilly about three o’clock the same afternoon. At night she left the islands to assist in towning a disabled vessel, laden with iron ore, that two pilot boats had in tow. The vessel having refused her services, she was returning, when she struck and sank in three or four fathoms of water. The crew were saved in their own boats with great difficulty. The steamer was insured. She has been running between Penzance and Scilly for twelve years, and has encountered very many stormy seas and been in imminent peril repeatedly.

The rocks called Southern Wells are to the S.E. of Samson, directly opposite to St. Mary’s Pool, to which the *Little Western* was steering. There is a lighthouse on the island of St. Agnes, one and a half mile S.S.W. of Samson; but there is not any light at St. Mary’s, neither would there be anything to guide Captain Hicks in steering but the shadow of the land, which is said to be exceedingly deceptive in the darkness. The Trinity steam-tug with barges went over on Monday and the pilot-cutter brought over the mails and passengers." WoS page 120-121. (Found by local diver Phil Roberts)

LIVELY [6/1784] (TL) – Reading Mercury, Monday, 28/6/1784:
“The Lively sloop of 16 guns, is lost off Scilly, she was chacing a smuggling cutter, which ran among the rocks, and shared the same fate. The crew of both vessels got safe to shore.”

LIVELY / MIRANDA [4/12/1825] (Col) (TL) – Lloyd’s List: Fri. 16/12/1825, No. 6073:
“Standgate Creek, 13th Dec. The Lively, Spittle, from Xabia to London, was run down off Scilly by the Miranda, from London to Grenada. The Crew arrived here in the Watson, Watson, from Faro.” Details of the action taken by the owners of the Lively in Public Ledger and Daily Advertiser, 3/11/1826. Detail in SI.

LIZARD [3/1748] (TL) - Caledonian Mercury Monday 14/3/1748:
“From Wye’s letter London March 8. - They tell us from Bristol, of the 5th instant. That the 'Lizard' sloop of war, was lost near one of the rocks of Scilly, and all the crew perished in sight of the inhabitants who could afford them no assistance.”

All local books have this placed at the Seven Stones. However, it is clear from the narratives that this is not the case as the locals are unlikely to have seen the wreck that far off, especially if during a period of low visibility. A second newspaper narrative shows she was lost whilst ‘entering into the islands’ and thus possibly lost in one of the local soundings here. There is also a report of her carrying money to the value of 11,000l.

WoS page 163 Also; Lloyd's List: No. 1281.

LOFARO [2/2/1902] (TL) - Times: Tuesday, 4/2/1902, Issue 36682:
“A vessel, which proved to be the Italian barque Lojaro, foundered off the Isles of Scilly (White Island) on Sunday evening, with the loss of all hands. The vessel was seen apparently running for St. Martin’s, but she struck on a rock, and went down in sight of the spectators. A boat was launched but could not live in the heavy sea. Some of the crew were seen floating on a hatch, but they were washed off and drowned. The St. Mary’s lifeboat was launched and preceded to the scene, but its services were unavailing, and nothing could be seen in the darkness either of the crew or the wreck. A bucket on which the name of the ship is painted came ashore yesterday, and two bodies have been found. The Lojaro, which was 665 tons’ register, left Hamburg on January 14 for Cardiff. Two men, named Skinner and Bond, of St. Martin’s, were seriously injured by falling over a cliff in the darkness when proceeding to call the lifeboat.”

Times: Wednesday, 5/2/1902, Issue 36683: Lojaro Inquest.

“An inquest was held at St. Martin’s, Isles of Scilly, yesterday on the bodies of the three men found after the wreck of the Italian barque Lojaro. A verdict to the effect that they met their death by the foundering of the ship was returned. The jury added a rider complimenting the lifeboat men on their efforts to save the crew, though, unfortunately, they were unsuccessful.”

Spelling is probably correct, others include Lejaro, Lafaro (IOSM) and on the illustration, WoS page 186, there is Lojaro & Laforo.

Figurehead is in the Valhalla Collection.

Lloyd’s List: 3/2/1902, No. 20,091 & Lloyd’s List: 13/2/1902, No. 20,100.

LOGAN [18/8/1868] (TL) – A very lengthy narrative of the loss of the British Ship Logan, Captain Edward Gibson can be found in the Board of Trade Inquiry report in the Liverpool Mercury, Friday, 18/9/1868, page 5. (Continued on the 19th)

She was lost 85 miles to the westward of Lundy Island and it is supposed she hit the Seven Stones. The inquiry deals with her seaworthiness prior to the voyage. She was carrying about 700 tons of coal for China.

The Court considered the master justified in leaving the vessel, it being impossible to get at the leaks. She had in fact been caulked and repaired before sailing.

Detail of the BOT Inquiry Report in SI.

LOMAS [7/1915] (TL) (WL) – Huddersfield Daily Examiner, Friday, 2/7/1915:
“A Lloyd’s Milford Haven message of July 1st says the steamer Lomas (owners, Buenos Ayres Great Southern Railway Company, Buenos Ayres), for Belfast, with a cargo of 4,200 tons of maize, at 11.30 on Wednesday morning, 56 miles west of the Scillies, had two shots fired at her by a submarine, killing the second mate, Cunningham. The submarine fired a torpedo, and continued firing shots until she sank. The crew took to the boats. The captain and 24 men were picked up by the Belgian trawler Gaby and landed here today.”

Lomas, 3,048 gross tons, 30/6/1915, 65 miles W from Bishop Rock, captured by submarine, sunk by torpedo, 1 life lost. Ref. naval-history.net

LONDON [8/11/1771] (TL) – “The London Packet, Walker, from Bordeaux to London, is lost at Scilly, most of the Cargo will be saved.”

Lloyd’s List: Fri. 8/11/1771, No. 274. Also; Caledonian Mercury, Monday, 11/11/1771.

LONDON [24/2/1789] (TL) – Ipswich Journal, Saturday, 14/3/1789:
“Extract of a Letter from Mr. Abraham Leggett, surgeon to his Majesty’s garrison at St. Mary’s Scilly dated the 2d inst. And received on Saturday last by Mr. Taylor, Master of New Lloyd’s Coffee-house.”
Tuesday se’nuight (sic), or rather Wednesday morning, about the hour of one, the ship London, of London, Capt. Alexander Curling, a Lieutenant in his Majesty’s navy from Charles Town, with rice, tobacco, indigo, and some specie, was totally lost on the westernmost rocks of Scilly and immediately went to pieces. The Captain, 13 hands with Mrs. Reilly, widow, a passenger, and a native of Ramsgate, all perished. Joseph Tuttle, carpenter, only was miraculously saved, by being cast on rocks distinguished by the appellation of Cribbe Widden, where he remained two days and nights, great part of the time lashed to the rocks; when the gale abated, and the weather cleared, the signals he hoisted were observed by the inhabitants of Agnus islands, where the lighthouse stands, at a distance of about four miles, who took him off much wounded and bruised, the middle fingernails of both hands being torn from the roots. About 3000 dollars, and 150l in different gold coins that were cast on the rocks have been preserved.” Addition to Mr. Leggett letter: Salisbury and Winchester Journal, Monday, 16/3/1786: “and were, with a few silver articles of cabin furniture, this day delivered up to the members of Lord Caernarthen’s court; but no part of the cargo or vessel saved, being both carried out to sea, the latter piecemeal, as observed by the poor wretch left to tell the melancholy affair. The ship sailed from Charles-Town on or about the 22d of January, in company with the Olive-Branch, who informed the London that they were in 75 fathom water. The London then carrying much sail, at dusk the preceding evening left the Olive-Branch about two miles astern; and they no sooner discovered the light, which they supposed the Eddystone, but found themselves entangled with breakers, which every effort could not clear, and the ship fell on the rocks, and in less than 15 minutes every mast was gone, and the stern carried away, the vessel in pieces, and every soul swept into the sea, and their bodies not since seen. The man has made a deposition to each particular circumstance.” Saunders’s News-Letter, Friday, 20/3/1789:

“Scilly, March 6. – Several of the dead bodies of the unhappy people that were lost off here in the London, Capt. Carling, have floated on shore. Several boats have been employed in saving some part of the cargo, which they landed here. Yesterday morning a Portuguese vessel laden with fruit and wine was stranded off this place, and four of the crew perished.”

Lloyd’s List: Tues. 10/3/1789, No. 2071.

“The London, Curling, from Charleston to London, was lost on the Rocks of Scilly in the Night of the 24th ult. the Captain and 14 People were drowned; the Carpenter, the only Man saved, was cast on the Rocks, where he remained two Days and Nights, and was taken off by the Inhabitants of Agnes Island, where the Lighthouse stands. About 3000 Dollars, and £150 in different Gold Coins were saved.” See; ‘A ship lost at Scilly that helped spark the American Revolution’. Section 8 Part 2. Lloyd’s List: Tuesday, 10/3/1789, No. 2071.

LONDON PACKET – See Hope 11/2/1806.

LONGSHIPS [22/12/1939] (TL) (WL)– Cornishman, Thursday, 18/12/1939:

“As passed by the Censor – When a steamer arrived at a south coast port yesterday she had on board 27 tired and hungry men, from a British ship wrecked off the south-west coast in the early hours of Friday morning. The vessel was the steamer Longships (1,562 tons gross), of Glasgow, owned by the Clyde Shipping Co. She was outward bound, when she struck a rock in a fog. Her crew were all saved and were landed at a southwest port unhurt and well. How the Longships was wrecked is related by the master, Captain D. Maclannan, of Glasgow, when he stopped ashore.”

They had struck the Seven Stones Rocks the crew being rescued by the St. Mary’s lifeboat Cunard. The vessel eventually broke its back spilling some cargo and stores which were salvaged until 2/1/1940 when a gale caused her to sink in deeper water.


LORD KEANE [10/1850] (TL) – Morning Chronicle, Monday, 7/10/1850:

“Portsmouth, Oct. 6. – The Lord Keane, from Cork for Truro, sprung a leak and foundered off Scilly, 1st ult.; crew saved and arrived here.”

LORD MULGRAVE, Tender to. [24/3/1797] (FFU) – Hereford Journal, Wednesday, 29/3/1797:

“Captain J. Smith, of the Lord Mulgrave armed ship, and three of his crew, were drowned last Friday at Scilly, by the boat in which they were going from shore to the ship upsetting; three others of the crew were in the boat at the time, but were fortunately saved by the timely assistance given from the ship. If seems the accident happened by the main halliards breaking, and one of the crew attempting to go to the mast-head to reeve new ones, whose weight overset her. Capt. Smith was going with a convoy from the Welsh coast to the English Channel, and is very much lamented by all who had the pleasure of his acquaintance.”

LORD NELSON [4/10/1821] (TL) – Lloyd’s List: Tues. 16/10/1821, No. 5636:

“Scilly, Oct. 6th. – On the 4th ult. the Pilot Boat Lord Nelson, with five Men, sailed for Penzance, the wind shifted to N & NNE from SW in a moment, to such a Hurricane never remembered here. The Pilot Boat Hero was lost* on the following day, on the Rock of Halweathers; 21 Men remained on the Rock all night.” * This loss resulted in eighteen orphans on the Isles of Scilly.
“The pilot boat departed from the Isles of Scilly for Penzance, Cornwall. No further trace, presumed foundered in the Atlantic Ocean with the loss of all seven people on board.”

**LORD STRANGFORD**, Incident [2/1832] (TL) - Times: Saturday, 31/3/1832, Issue 1481:
“Scilly, March 27 – The Lord Strangford, bound for Constantinople, during a heavy gale from the N.W., on the 18th ult., broke her anchor in St. Mary’s Pool, and ran into the pier, where she has since been scrapped.”

Also; Morning Post Scilly, 27/3/1832:
“The Lord Strangford, Christas, bound to Constantinople, during a gale from the NW on the 18th ult., broke her anchor in St. Mary’s pool and ran into the pier, where she has since been neaped.”

**LORD WELLINGTON** [1819] (DNR) – Lloyd’s List: Tues. 27/7/1819, No. 5407:
“The Lady Wellington, Tregarthen, bound to Cork, with potatoes, put back to Scilly 20th ult. very leaky, and must discharge.”

**LORD WELLINGTON**, Incident [1826] - Times: Wednesday, 30/8/1826, Issue 13059:
“Penzance, August 26 - The Lord Wellington, Scilly packet, sailed hence yesterday morning then blowing a fresh gale at S.S.E.; it shifted to S.S.W. and S.W. with increased violence. This morning her boat, with two oars, the master’s hat, and a female passengers bonnet, have been washed on shore at Land’s End.”

Times: Thursday, 31/8/1826, Issue 13060:
“Penzance, Aug. 27. – The Lord Wellington, Scilly packet, whose fate was doubtful yesterday, has reached Scilly; but the other packet, the Cherub, got on shore on one side of the islands, on Friday night; the damage not known. No lives lost.”

**LORETO/LORETA** [25/5/1903] (TL) - Times: Wednesday, 27/5/1903, Issue 37091:
“The Peruvian river gunboat, Capt. Baker, which left Liverpool on Saturday, has been lost off the Isles of Scilly. The vessel was built at Birkenhead and was 150ft. in length. She carried a few machine guns, and had a crew of 14, who were to navigate her to Peru. On Monday evening it was found that the vessel was leaking fast, and within the hour of the discovery she foundered. The crew took to their boats and were shaping a course for the Scilly Isles, then about 40 miles distant, when the French steam trawler Charlotte Cane came in sight and took them on board. She also towed the lifeboats and yesterday morning landed the crew and left the boats at Plymouth. The crew were sent during the day to Liverpool. As to the cause of the disaster nothing is definitely known, but it is suggested that the heavy swell may have strained the ship and caused the seams to open.”

Times: Thursday, 28/5/1903, Issue 37092:
“The Peruvian river gunboat Loreta, which has been lost off the Scillies, was insured in London for her voyage out for £12,000. She was a shallow-draught boat, and the risks of the voyage from this country to Peru were regarded by many underwriters as prohibitive.”

Also St. Ives Weekly Summery 28/5/1903.

Brief reports in IOSM, SI & WoS page 180.

**LOUIS AMEDEE** [2/1869] (Sal) – Royal Cornwall Gazette, Thursday, 4/2/1869:
“The French brig Louisa Amede, Brigeon, master, from Newcastle, coal laden, bound to Guadelupe, was brought into this port derelict on the 1st inst. by the crews of two pilot cutters, who fell in with her about fifteen or sixteen miles, W. from Scilly when her crew were abandoning her. They went on a Norwegian barque that was lying by her until they could remove their effects. The pilots found some large holes in her decks, and two or three cut and bored in her sides just under the water line, through which water was running. They managed to get her before the wind, and ran her on the ground at St. Mary’s pier with six or seven feet of water in her hold.”

**LOUISA HANNAH** [22/2/1839] (TL) – Northern Whig, Saturday, 2/3/1839:
“The Louisa Hannah, from Lisbon to Poole, was totally wrecked on the Scilly Islands, on the 22d Feb, and the crew drowned.”

Exeter and Plymouth Gazette, 2/3/1839:
“The Louisa Hannah of the port of Poole, belonging to Messrs. Slade, H. Moores, master, was totally wrecked on the Western Rocks, off Scilly Islands, on Friday last, on her passage from Lisbon to Poole. We are sorry to add, that the Captain and all on board perished; part of the hull, the long boat, and about 20 quarter casks of wine are all that have been saved.”

More detail in IOSM. SI has Hannah Louisa but most reports have Louisa Hannah.

**LOUISE GABRIELLE** (LA) [2/3/1840] (TL) – Western Courier, Wednesday, 11/3/1840:
“The French Schooner La Louise Gabrielle, Bougoin master, from St. Ubes, with a cargo of oranges, figs and salt has been destroyed by fire near Tresco. This is supposed to have been the work of some one on board, and the mate was taken into custody on suspicion, but subsequently dis charged, as no decisive evidence was found against him. The crew were saved, but lost all their clothes and their effects.”

IOSM, page 132: “French vessel foundered near the Eastern Isles.” See also; SI.

LOYALTY [1/11/1803] (TL) – Morning Post, Saturday, 12/11/1803: “The sloop Loyalty, Williams, from Liverpool to Plymouth, was lost at Scilly, the 1st inst.”

Royal Cornwall Gazette, 12/11/1803 has her ashore in St. Mary’s Sound.

LOYAL WILLIAM [23/12/1834] (DNR) – Public Ledger and Daily Advertiser, Monday, 29/12/1834: “The Loyal William, Faunel, from Glasgow to Bridport, will proceed without discharging, having been beached, she had a temporary repair and her leaks principally stopped; she struck on the Seven Stones on the 17th inst., and made a great deal of water.”

Reported in IOSM, has the master as Faudev.

LOYALTY / THURSTON [27/11/1889] (Col) (TL) – Dundee, Perth, Forfar, and Fife’s People’s Journal, Saturday, 30/11/1889: “The steamer Thurston collided with the Lucille of Newport, tallow laden, in lat. 49 N, long. 7 W. The Lucille was turned bottom up, but did not sink. The crew proceeded on board the Thurston” Excellent report in WoS, page 176-177.

LUIS VIVES [11/9/1916] (TL) (WL1) – Western Daily Press, Wednesday, 13/9/1916: “A wireless message from the captain of the Dutch steamer Krakatau states that Spanish steamer Luis Vives has been sunk. The crew were saved by the Krakatau.”

Reported in SI. Lloyd’s Confidential War Loss Record WW1, page 57.

SS Luis Vives, built by Earle’s Shipbuilding & Engineering Co. Ltd., Hull in 1890 and owned at the time of her loss by Cia. Valenciana de Vapores Correos de Africa, Valencia, was a Spanish steamer of 2160 tons. On 11/9/1916, Luis Vives, on a voyage from Valencia to Liverpool with a cargo of fruit & vegetables, was sunk by the German Submarine UB-18 (Otto Steinbrinck), after being captured near Scilly Islands.


LYDIA [15/2/1833] (DNR) - Times: Wednesday, 20/2/1833. Issue 15093: “United States: The ship was driven ashore at New Grimsby, Tresco, Isles of Scilly, United Kingdom. Also; Public Ledger and Daily Advertiser, Wednesday, 20/2/1833: “The Lydia, Smith, from Charleston, put into Scilly very leaky, rudder un-shipped, and with loss of anchor and cables, having been assisted off the rocks.”


Note: also in this report the “Enterprise minor damage”

LYONESSE [22/6/1900] (DNR) – Dundee Evening Telegraph, Friday, 22/6/1900: “While leaving St. Mary’s harbour, Scilly Islands, this morning for Penzance, the mail steamer Lyoness ran ashore on the point of a small island. All the passengers and mails are safe. The steamer was afterwards re-floated.”

Cornishman, Thursday, 28/6/1900:
“Lloyd’s agent at Scilly telegraphed to the London salvage association, on Friday: At low tide to-day examined port side; found under stokehole garboard plate and one above bulged; rivets started inside; floors injured. Donkey-pump keeping water under.
Mr. Anderson, diver, will again survey.”


“Strong winds from the north, two vessels were blown ashore from their moorings. The inter-island supply boat Lyoness Lady and the local commercial dive vessel Scavenger. The rudder on Scavenger is bent up but she is in more trouble as she is close on the rocks by the Lifeboat slip. The Lyoness Lady is on Town beach in danger because she cannot be secured for the flood tide. Local assistance managed to successfully warp Scavenger off the rocks. The Lyoness Lady was eventually got off the beach to safety.”
‘M’ Entries


MADONNA DE CARMINE [14/7/1782] (TL) – Reported in the IOSM, page 33: Madonna de Carmine, master Bassele Vuccosanich, a Venetian ship, Rotterdam to Smyrna with cloth, was lost on the Golden Ball Bar. SI has a brief report with a reference to Sherborne Mercury, July, 1782.

English Heritage have the name as Madonna de Carminic.

MADURA [18/10/1917] (TL) (WL1) – 4,484 gross tons, defensively-armed, 18/10/1917, 23 miles WSW from Bishop Rock, torpedoed without warning and sunk by submarine, 3 lives lost.

Ref. naval-history.net

Madura, built by Barclay, Curle & Co., Glasgow in 1869 and owned at the time of her loss by A/S Bruuusgaard [Karl og Sigurd Bruuusgaard], Drammen, was a Norwegian iron bark of 1096 tons. On 21/5/1917, Madura, on a voyage from Gulfport to Cardiff with a cargo of timber, was scuttled by the German Submarine U-48 (Karl Edeling), 50 miles southwest from Queenstown. 2 persons were lost. Ref. wrecksite.eu

wrecksite.eu agrees she was scuttled? Detailed report in Sl. (See also MAT.)

British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 161.

British Vessels Lost at Sea WW1, page 70.

Lloyd’s Confidential War Loss Record WW1, page 178.


“Penzance, 9th April. – The Magdalena, Lutje, from Bayonne to Antwerp, has been brought into this Port by a Scilly Pilot Boat, with loss of her rudder.”

MAGDELEINE [3/6/1906] (TL) – Cornishman, Thursday, 7/6/1906:

“The French steam trawler Magdeleine, of Boulogne, came into Scilly on Sunday with one of her crew who had his head cut badly. Dr. Brushfield attended to his injuries, which had been caused by a chain falling on him, and the vessel again proceeded to sea, but unfortunately when going through St. Mary’s Sound, she ran on Bartholomew Ledge, and took a heavy list to starboard. The crew had to leave her immediately, some in her own boat, and others in a St. Agnes boat which was near when she struck. The water at the time was low (7.30), and as the tide flowed the vessel bled through her hatches and skylights, settled down by the stern, and shortly before ten o’clock her stern sank in deep water, her bow still remaining high on the ledge.”


Her rusting remains are still laying stern down on the eastern side of the ledge.


MAGGIE [1/1879] (TL) – Western Times, Thursday, 8/1/1880:

“The Board of Trade has awarded a piece of plate to Captain Wicke, of the German ship ‘Charles Luling’ in acknowledgment of his kindness to the shipwrecked crew of the schooner Maggie, picked up in their boat and landed at Scilly.” Reported in IOSM, page 99, as a brig having foundered and the crew being rescued by the St. Martin’s pilot cutter Argus?

MAGNET [15/2/1874] (AD) (PTL) – West Briton and Cornwall Advertiser, Thursday, 26/2/1874:

“The barque Saga from Jamaica, has landed at Scilly the crew of the Norwegian ship Magnet, from Pensacola, which was abandoned on the 15th inst., after being in a tremendous gale.”


Excellent report in SI & WoS page 131-132.

MALAKAND [20/4/1917] (TL) (WL1) - 7,653 gross tons, defensively-armed, 20/5/1917, 145 miles W ½ N from Bishop Rock, captured by submarine, sunk by torpedo, 1 life lost.

Ref. naval-history.net


Ref. naval-history.net

MALLIN [1/10/1916] (TL) (WL1) - On 1/10/1916, Mallin, on a voyage from Newport, Montreal to St. Nazaire with a cargo of steel plate, was sunk by the German Submarine UB-38 (Erwin Waßner), 30 miles S1/2W from Wolf Rock. There were no casualties. Ref. wrecksite.eu

MALTA [24/12/1835] (TL) – Bell’s Weekly Messenger, Sunday, 3/1/1836:

“Scilly, Dec. 29: The Malta, Bell, from Cardiff to Plymouth, in going to sea on the 24th inst. struck the Black Rock at the entrance of Helen’s Gap, and sunk. Crew saved.”

Report also from Lloyd’s List, 1/1/1836, No. 7121.

MANDO [21/1/1955] (TL) – Yorkshire Post and Leeds Intelligencer, Saturday, 22/1/1955:

“The Scilly Isles lifeboat late last night rescued the captain and crew of 25 from the 7,176 ton Panamanian cargo ship, the Mando, aground on Men-a vam (sic) rock, near Round Island, Scilly Isles.
A coastguard said the Mando was reported to be a total wreck. Dense fog seriously hampered the lifeboat and seas were fairly heavy. At one time the lifeboat reported she might be in need of assistance. Later visibility improved. The Mando was built in 1944 in Panama and is registered at Panama. She was bound for Rotterdam from Hampton Roads with a cargo of coal."

Good reports in IOSM, SI & WoS page 141-142.

Notable as the last rescue launch of what was then the seventy-year-old Bryher Gig Sussex. Also; the fact that the ship’s Italian chef had been wrecked before on Scilly in 1926 on board the SS Isabo by the same lifeboat coxswain Matt Lethbridge. Matt Lethbridge was awarded a bronze medal for the rescue of the 25 crew.


MAN EN FROOE [10/1/1767] (TL) – Leeds Intelligencer, Tuesday 3/2/1767, page 1:
“The Man en Frooe, of Viburgh in Russia, Daniel Birg? Master, from Bourdeaux to Hamburgh, with sugar, wine, coffee, prunes, and paper, was wrecked on the 10th inst., on Melledgan, one of the uninhabited islands of Scilly; the Master and men were saved.”

MANISTEE [26/6/1917] (TL) (WL1) - 3,869 gross tons, defensively armed, 26/6/1917, 86 miles W.S.W. from Bishop Rock, torpedoed without warning and sunk by submarine, 5 lives lost.

Ref. naval-history.net


SS Mar Cor, built by C. S. Swan & Hunter, Newcastle in 1894 and owned at the time of her loss by M. Maresca & Co., Genoa, was an Italian steamer of 3257 tons. On 11/6/1917, Mar Cor, on a voyage from Cardiff to Dakar, was sunk by the German Submarine UB-32 (Max Viebeg), 39 miles west from Bishop Rock. There were no casualties. Ref. wrecksite.eu. (See also MAT.)

MARGARET [26/10/1796] (TL) – Lloyd’s List: Fri. 13/1/1797, No. 2889:
“The Margaret, Chisholm, from Liverpool to Charleston, was lost at St. Mary’s, the 26th October.” Also; Times: Friday, 13/1/1797, Issue 3792: “The ship Margaret, was wrecked at St. Mary’s, Isles of Scilly while on a voyage from Liverpool, Lancashire to Charlestown, South Carolina, United States.” Many reports have the incorrect date.

MARGARET [25/1/1809] (DNR) – Caledonian Mercury, Saturday, 4/2/1809:
“The Margaret, Martin, from London to Oporto, put into Fowey, 25th inst., after being on shore at Scilly.” Also; Royal Cornwall Gazette, Saturday, 28/1/1809: Margaret, Masters, of London, from thence for Oporto; yesterday morning she was forced on the rocks at Scilly but a violent surge of the sea providentially washed her off, and in her way hence saw quantities of floating wreck.”

MARGARET [1/1821] (Sal) – Caledonian Mercury, Saturday, 27/1/1821:
“The Margaret, of and from Prince Edward Island, was fallen in with off Scilly, under jury yards, and sails set on the mainmast, and stump of the foremost, rigging, cannels, and bowsprit gone, and very leaky, by his Majesty’s ship Lee, which took her in tow, and carried her into Plymouth on Thursday. The Margaret had been in that state of distress since the 17th ult.”

MARGARET [30/12/1869] (DNR) – West Briton and Cornwall Advertiser, Thursday, 6/1/1870:
“The schooner Margaret, of Waterford, Prendergast master, from Waterford for Newport, parted her chains and drove on shore on Teän Island, but has been got off with little damage.” Report in IOSM.

MARGARET THRASHER [10/1/1772] (TL) - Dodsley’s Annual Register, Vol. XV, page 67:
Lloyd’s List: Tues. 14/1/1772, No. 3743:
“On the 10th ult., the Margaret Thrasher, bound from Newfoundland to Poole, struck against one of the Scilly rocks and split in half; all of the crew perished except two, who were driven upon the rock, and remained there three days before they could get assistance.”

MARGARET & ELIZABETH [1/4/1815] (TL) – Lloyd’s List: Tues. 4/4/1815, No. 4960:
“Th Margaret and Elizabeth, from London to St. Michael’s, is lost at St. Mary’s (Scilly).”

MARGARET & JANE [2/11/1868] (AD) (TL) – Morning Advertiser, Friday, 27/11/1868:
“Scilly, Nov. 26: The Margaret and Jane (barque), of this port, derelict, with 7 feet of water in her hold, was brought in here Nov. 25, by the mate and part of the crew of the Ezra (barque), of St. John’s which fell in with her the previous day.”

Shields Daily Gazette, Tuesday, 15/12/1868: “The barque Margaret and Jane, recently abandoned at sea, and brought into Scilly by part of the crew of the Ezra, of St. John’s (N.B.), has been placed under arrest by warrant of the High Court of Admiralty for salvage claims of £2,500. The value of both ship and cargo (coals) is said to be considerably under £1,000.”

Detailed and concise report in SI referring to the Board of Trade Inquiry. See BOT inquiry 1869.

MARGARET & SARAH [9/3/1742] (TL) – Reported in the IOSM, page 18: Carrying a general cargo was wrecked. No other information found.

MARGUERITE [6/1/1882] (AD) (TL) – Dundee Evening Telegraph, Saturday, 18/2/1882:
“At the Board of Trade inquiry yesterday, in Glasgow, concerning the abandonment and loss of the steamer Marguerite on the 6th January, 100 miles off Scilly, the Court found that neither master, mate nor chief engineer was in default, and that everything possible had been done to save life.”

115
MARIA [26/1/1812] (PTL) - Lloyd's List: Tuesday, 4/2/1812, No. 4636:
“*The Maria*, Jones, from Liverpool to Oporto, was driven on shore on Scilly 26th ult. (26/1/1812)
Cargo expected to be saved.”
Lloyd’s List: Tuesday, 24/3/1812, No. 4650:
“The *Maria*, Jones, from Liverpool to Oporto, which was driven on shore at Trisco, (sic) Scilly, was got
off on the 14th inst. (14th March) and carried into St. Mary’s Pier.”

MARIA [13/12/1819] (AD) (TL) – Tuesday, 28/12/1819:
“The *Maria*, Effurd, from Newfoundland to Darlingtown was abandoned 13th inst., in
the Atlantic Ocean 200 leagues (200 nautical miles (370 km) west of the Isles of Scilly in a sinking state.
Her crew were rescued by the *Provience* (United Kingdom), arrived off Falmouth from St. John, New Brunswick.”

MARIA [3/1827] (DNR) – Public Ledger and Daily Advertiser, Saturday, 31/3/1827:
“Scilly, March 27: The schooner *Maria*, Schofield, from Trembled to Antwerp, which put in here about
the 20th ult. leaky, has been obliged to discharge and repair.”

MARIA [20/11/1840] (PTL) - Listed only in WoS as off Scilly. No other information found.

MARIA ADRIANA [1743] (PTL) - Recorded in IOSM, page 20. Probably not in Scilly waters. See http://resources.huygens.knaw.nl/das/detailVoyage/98063
Possibly mistaken with the VOC ship *Hollandia* lost in that same year at Scilly.

MARIA CLARA - See *La Maria Clara*

MARIA WHITFIELD [19/11/1858] (TL) – Western Daily Press, Friday, 26/11/1858:
“The *Maria Whitfield*, from Cardiff for Southampton, has founndered off Scilly; crew saved and landed
at Falmouth.”
Also; Morning Chronicle, 24/11/1858. “A South Shields vessel, master; Shelley, crew landed at
Penzance” & Lloyd’s List’s No. 23, Monday, No. 13,928.


MARIE [6/12/1916] (TL) (WL1) – Recorded in SI. Scuttled by a German submarine. Lloyd’s Confidential War Loss Record WW1, page 76.

*Marie*, built by Bornholms Maskinfabrik, Rønne in 1903 and owned at the time of her loss by Rederi A/S Stubbekjøbing (L. Andersen), Stubbekjøbing, was a Danish steel 3-masted schooner of 325 tons. On 6/12/1916, *Marie*, on a voyage from Liverpool to Tonny Charente with a cargo of pitch, was scuttled by the German Submarine *UB-29* (Erich Platsch), 10 miles west from Bishop Rock.

There were no casualties. Ref. wrecksite.eu

MARIE A. SIDONIE [2/1865] (AD) (PTL) – Shields Daily Gazette, Saturday, 11/2/1865:
“The French schooner *Marie A. Sidonie* was passed 20 miles S.W. of Scilly, deserted, on her side, and
her topsails close reefed.”

MARIE CLEMENCE [5/1862] (DNR) - Royal Cornwall Gazette, Friday, 9/5/1862:
“Scilly: The French schooner *Marie Clemence*, Ayray, from Cardiff for Port Louis, in coming into Scilly
without a pilot, struck upon Queen’s Ledge, and knocked away her rudder, and is very leaky. She has
been brought on the beach at St. Mary’s where the extent of the damage will be ascertained.”
IOSM reports she had to discharge.

MARIE DES ISLES [16/9/1879] (Sal) – Breton crabber, sank Innisidgen, (later salvaged).
IOSM page 135. No other reference found.

MARIE EUGENIE [1/1891] (Sal) – Cornishman, Thursday, 8/1/1891:
On Tuesday, the 30th, the French barque *Marie Eugenie* of Nantes, from Havre for Newport in ballast,
in attempting to make the port of St. Mary’s, Isles of Scilly, without a pilot, ran on shore near St. Martin’s.
With the aid of St. Martin’s pilots, she came off again the next tide without receiving any damage.
The St. Martin’s boatmen were awarded £80 for services rendered to the barque.” Reported in IOSM.

MARIE JEUNE AUSTERLITZ [2/2/1873] (PTL) – Western Mail, Tuesday, 4/2/1873:
“The French schooner, *Marie Jeune Austerlitz*, Lemonlui (for Lemoulin), master, from Cardiff for Brest,
was wrecked during a hurricane on Sunday morning, when passing through the Crow Sound, between
the Scilly Islands. The crew could not be rescued for some hours, but were eventually taken off by a
pilot gig. It is thought that she may be got off.”

MARIE STELLA [8/11/1888] (DNR) – Cornishman, Thursday, 29/11/1888:
“On Monday the French schooner *Marie Stella*, that got stranded at St. Martin’s on the 8th, left for
Plymouth in tow of the *SS Power*.”

MARIGOLD [1741] (TL) – Reported in IOSM, page 18: “*Marigold*, of Clovelly, for Falmouth, with a
general cargo, was lost.” No other reference found.
MARINER [c.2/1811] (Incident) - Times: Wednesday, 6/2/1811, Issue 8213:
“The Mariner, gun-brig, having put into Scilly a few day ago, an unfortunate circumstance occurred on board through the carelessness of a Marine, who having taken a pistol to clean, not knowing it was loaded, it went off and wounded two men, and both their wives, and one of the men is thought so disastrously as to preclude the hopes of his recovery.”

MARIAN G. DOUGLAS [27/11/1919] (AD) - Times: Friday, 28/11/1919, Issue 42269:
“Mystery of Derelict Schooner – A three-masted schooner, the Marion G. Douglas was seen, apparently in distress, off the Scilly Isles yesterday. A boat went out to her but found no one on board. Everything in her, however, was in order, the boats all being in their places. Why and when the crew left the schooner is unknown.”

The story is expanded in the Western Gazette, Friday, 5/12/1919:
“The derelict, which has been brought to a safe anchorage, is the Marion G. Douglas. She was built in 1917 on the Fox River, N.S., and is owned by W. N. Reinhardt. She is a valuable boat, and there will be a considerable amount of salvage money to divide among the Bryher men. It will be re-called that the Marie Celeste was found in 1872 abandoned on the high seas in perfect condition and in a perfect order, and yet there was not a soul on board.”

Later: Western Times, Wednesday, 7/1/1920:
“Some weeks ago the islanders of Bryher, one of the Isles of Scilly saved a schooner, the Marion G. Douglas, which they found abandoned off their island. The mystery of the crew has now been solved by the news that, after much buffeting about and in smashing of the steering gear, they, in an exhausted state, were taken off the wreck by the SS. Suffork, bound for America. The Suffork failed to land the crew at Queenstown, and took them on to Halifax, whence they are now en route for England.” See the Islander Magazine, 2011, 11th Edition, page 50.

MARITZBURG [10/1866] (AD) (P1L) – Shields Daily Gazette, Monday, 1/10/1866:
“A report from Scilly, St. Mary’s, dated Sept. 28, states that on the 24th inst., a longboat painted white, and marked on the stern ‘Maritzburg’, So. Shields, R. Minican’ was found there, and delivered into the custody of the Receiver of Wrecks. There is no doubt this boat belonged to the ship Maritzburg, recently abandoned when on a voyage from Montreal to London. The pieces of bags and oilcloth, said to have been used as a sail by the crew after leaving the ship, were in the boat when she was found.” Note: She was found off Start Point and towed into Dartmouth.

MARQUIS DE VANDREUIL [6/12/1874] (TL) – Chelmsford Chronicle, Friday, 17/12/1874:
“A letter from St. Mary’s in Scilly, says, that the Marquis de Vandreuil, a French frigate, lately built at St. Maloe’s, was, the 6th inst., drove upon the rocks in a hard gale of wind, and entirely lost; ten of the crew were drowned.”

MARS [3/4/1830] (DNR) – Bristol Mercury, Tuesday, 20/4/1830:
“Scilly, April 6: The Mars, Holby, from Yarmouth to Bristol, struck on a sunken rock in entering St. Mary’s Pool, on the 3rd inst., and stove in part of her bows. The cargo must be discharged; and it is expected she will be ready for sea in a month.” Similar report in IOSM.

MARS [8/7/1918] (TL) (WL1) - 3,550 gross tons, defensively-armed, 8/7/1918, 74 miles W by N from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

MARTHA [3/1805] (DNR) – Caledonian Mercury, Saturday, 9/3/1805:
“The Martha, Sellers, from Truro, has been driven on shore at Scilly, and cargo landed to repair the vessel.”

MARTHA [9/3/1891] (TL) – Cornishman, Thursday, 12/3/1891: “The Lyonesse (of Scilly) has just landed here the crew of the Martha, of Carnarvon, laden with slate, for London. The Martha had carried away both mast and her bowsprit in the early morning, her boat was stove; the water was over her cabin floor; and her crew had to jump from their vessel on board the Lyonesse.”

MARTHE [4/2/1917] (TL) (WL1) – Marthe, built by Collin Frères, Gravelines in 1905 and owned at the time of her loss by Ambrosius Denoir, Dunkerque, was a French wooden schooner of 154 tons. On 4/2/1917, Marthe, on a voyage from Lisbon to Dunkirk with a cargo of salt, was sunk by gunfire by the German Submarine UC-46 (Friedrich Moecke), by gunnery 18 miles SSE of Scilly Isles. There were no casualties. Ref. wrecksites.eu

MARY [14/12/1721] (TL) - Newcastle Courant. Saturday 13/1/1722:
“Our merchants have advice that the Mary Captain Swinford, for Nevis, was cast away the 14th December last, on the rocks of Scilly.”

“The Antelope Man of War has taken up the Crew belonging to the Mary, Ogilvey, of from London from Antigua, with 150 Hogsheads of Sugar, which Ship foundered 70 Leagues to the Westward of Scilly.”

MARY [2/1776] (FFU) - New Lloyd’s List: Friday, 16/2/1776, No. 720:
“The Mary, Carter, from Bristol to Pool, with ten others, Names unknown, are on Shore at Scilly.”

MARY [21/1788] (TL) – New Lloyd’s List: Fri. 25/1/1788, No. 1954:
“The Mary, Hughes, from Truro to Swansea, is lost on Scilly.” IOSM page 36, some added detail.
MARY of Scilly – (Incident) (LV) - Times: Tuesday, 30/1/1798, Issue 4106:
“New York, which place she only left 30th December last. A French privateer brig boarded Captain Allen off Scilly, and plundered the Mary, of most of her stores, blankets, the Mate’s clothes, and many other articles. They took out his passengers in a heavy gale of wind, and in a small boat, which was nearly lost.”

“The Mary of Fowey, foundered in the Atlantic Ocean off the Isles of Scilly on or about 6th ult. Carrying Timber. Her crew were rescued.”
Also; Caledonian Mercury Issue 13294, 21/3/1807.

MARY [13/1/1814] (TL) - Lloyd's List: - 25/1/1814, No. 4840:
The ship was driven ashore and wrecked in the Isles of Scilly. She was on a voyage from Oporto, Portugal to Liverpool, Lancashire. See also; Lloyd’s List: Fri. 28/1/1814, No. 4841. Master reported as Broom, laden with oak timber. “Ship broke adrift at Scilly on the night of the 13th ult. and went ashore on the Rocks; Main mast gone.” The master and crew of three took to their boat, and were picked up almost frost bittern by the St. Agnes pilots.
Public Ledger and Daily Advertiser, 28/6/1814: Auction: 800 Gallons of Port Wine from the Mary.
See also the Richard & the Montague, same period.

MARY [12/12/1816] (TL) - Exeter Flying Post, Thursday, 26/12/1816:
“On the morning of the 9th inst. the Mary, of Liverpool, Russel master, from Buenos Ayres, with cotton, wool, &c. was observed off Scilly Islands, apparently in distress, with a signal for a pilot flying. Though at the time it blew a gale and a heavy sea was running, several boats put off; but one having the start, the others, after seeing her board a heavy sea, returned; in doing which a row boat* with fifteen men on board, was upset, and though every effort was made by the others to save them, 6 of the fifteen were drowned, and on that very night the Mary was picked up almost frost bittern by the St. Agnes pilots.
Morning Post, Tuesday, 31/12/1816:
“Plymouth, Dec. 28. Part of the crew of the Mary of Liverpool, lately wrecked on the Scilly Islands arrived here to-day.” Lloyd’s List: Fri. 20/12/1816, No. 5136: Limited detail.
* The Old Town Gig Cuckoo.
MARY & BETSEY [12/12/1798] (AD) – Aberdeen Journal, Monday, 31/12/1798:
“The Sloop Mary & Betsey, of Cardigan, was lost at Scilly, on the 12th inst, after being deserted by
the crew.” Also; Lloyd’s List: Tues. 18/12/1798, No. 3047: Similar report to above.

MARY & BETSEY of Scilly [9/1803] (AD) (Sal) (LV) – Bell’s Weekly Messenger, Sunday, 18/9/1803:
“The Surprise of Guernsey, fell in with the Mary and Betsey, of Scilly, without any person on board,
off the Land’s End, and has taken her into Guernsey.”

MARY & ELIZABETH or MARY & ELIZA [9/10/1844] (TL) – Kentish Gazette, Tuesday, 22/10/1844:
“The craft was of large register, called the Mary and Elizabeth, Captain Tregarchin (Tregarthen),
with a cargo consisting of Manchester goods and stores, &c., bound for Gibraltor and Cadiz. She was from
London, and was making to the eastward, when the fury of the gale drove her on the rocks, a short
distance from the town. The situation of the crew was for a length of time extremely perilous, most of
them having taken to the rigging, where they remained until near daybreak, when the wreck being
noticed by a pilot, a party of men proceeded to the spot, and, by means of one of Dennett’s rockets,
effect a communication with her. All were preserved, although greatly exhausted by their lengthened
exposure. Owing to the continuance of the gale from the south-east, the wreck has been dashed against
the rocks with such force that she has completely gone to pieces. Much of her cargo is said to have been
washed ashore and picked up.” St. Mary’s Pool, Mentioned in WoS page 108.

MARY & MARGARET [10/1787] (DNR) - Times: Tuesday, 9/10/1787, Issue 869:
“The Mary and Margaret, Anderson from Santa Cruz to Copenhagen, is towed into Scilly, dismanted.”

MARY ANN [2/1815] (DNR) – Cumberland Pacquet, and Ware’s Whitehaven Advertiser, 21/2/1815:
“Scilly, Feb. 9. – Came in the Mary Ann, East Indianman from Madras, last from the Cape, in great
distress. She is one of the ships that parted from the convoy when off the Western Islands. She shipped
a sea that carried away her wheel, binnacle, bulk-heads, and cabin-work, indeed nearly cleared her
decks. Her foremast is sprung, and part of her cargo has been thrown overboard.”

MARY ANN [29/12/1836] (TL) - Times: Monday, 16/1/1837, Issue 16314:
“Scilly, January 10. – The Orlando arrived here on the 5th ult. From Gloucester, with loss of stern boat,
bring with her the masters and crews of the Elizabeth and Mary Ann, both of Cork, which vessels
foundered westward of Scilly, the former on the 25th, and the latter on the 29th December.”
Also; Morning Post, 16/1/1837.

MARY ANN [9/1841] (TL) – Bell’s Weekly Messenger, Monday, 27/9/1841, page 7:
“Plymouth, Sept. 20: The Mary Ann, Childs, from Trapani to New York, foundered 50 miles west of
Scilly, 25th ult.: crew saved.”

MARY HALL [1/1837] (TL) – Morning Post, Thursday, 12/1/1837:
“The Mary Hall, Hiddell, from Swansea to Plymouth, foundered on the 28th ult. near Scilly.
Crew saved.”

“Scilly April 16: Mary Hay, Hogg, of and for London from Jamaica, in working into this port through
Broad Sound, April 13, struck on a rock, and with assistance was brought up to leeward of the island
of Samson, with about five feet water in her hold, where she struck on the Broad Ledge, filled, and has
become a total wreck; some rum and pimento saved, very much damaged, but the whole of the sugar
has been washed away.”
Greenock Advertiser, 27/4/1852:
“The Elizabeth Long, reports having passed several puncheons of rum, great numbers of cocoa nuts,
bags (apparently coffee), cabin-doors, and other wreck, Scilly bearing S.E., distance 12 miles, on the
15th inst.”

Public Ledger and Daily Advertiser, May and June 1852, has sale details, over several weeks, from
an establishment in Mincing Lane, London. They include 940 Bags (Coffee), 50 Puncheons ‘Jamaica’;
“All saved from the Mary Hay, stranded off Scilly. On her voyage from Jamaica to London.”

This cargo was forwarded by the Duke of Cornwall.

Good detail in IOSM. The Figurehead is in the Valhalla Collection.

MARY JANE [2/2/1861] (DNR) – Morning Chronicle, Tuesday, 26/2/1861:
“The brig Mary Jane, Leary, of St. John’s N.F., from Terceira, on the rocks at the S.W. point of Tresco
Island; cargo discharging.”

MARY JANE [12/10/1876] (AD) – Sunderland Daily Echo and Shipping Gazette, Tuesday,
17/10/1876: “The Mary Jane, of and for Swansea, from Bilbao, with a cargo of iron ore, was
abandoned in a sinking state on the 12th inst., about 25 miles S.W. of Scilly. Crew rescued by the
Bulgarian steamer, and landed at Liverpool.” Report in SI.

MARY JANE [9/3/1891] (TL) – Aberdeen Journal, Tuesday, 17/3/1891:
“Great anxiety was felt at Plymouth as to the safety of two fishing trawlers, Canterbury Belle and
Mary Jane, which had been missing since the storm on Monday night last, and yesterday afternoon it
was reported that the Mary Jane had been found ashore on one of the Scilly isles. None of the crew
have been heard of, and it is feared that they have perished.” Report in IOSM only.

119
MAY [5/10/1839] (TL) - Times: Tuesday, 8/10/1839, Issue 1716:
“Wreck of the May. Cardiff, October 5 – The May of Bristol, is wrecked at Scilly.”

MAYFLOWER [c.10/1804] (M) (TL) - Lloyd’s List: Fri. 20/12/1805, No. 4281:
“The Mayflower sailed the 4th of October, 1804, from Scilly for Gibraltar, and has not since been heard of.”

The IOSM page 45 has; “The Mayflower, master, James Crocker, a 29 ton Penzance sloop, built in 1794, was lost with all hands near Scilly.” But is listed October, 1807?

MAYFLOWER [14/2/1824] (AD) (PTL) – Lloyd’s List: Tues. 24/2/1824, No. 5884:
“Scilly, 17th Feb. – The Mayflower, Jones, from Plymouth to Penzance, was abandoned 14th ult. being in a sinking state. Crew saved by the Diamond, Patterson, arrived here.”

MEDINA [14/2/1814] (DNR) – Bell’s Weekly Messenger, Sunday, 20/2/1814:
“The Medina, May, from Plymouth to Passages, put into Scilly the 14th inst. having shifted her cargo, and it is supposed she must discharge.”

“Dutch barque Megellan, 500 tons, master Schapp, was abandoned sinking off the Bishop.”

MELANTHO(E) [13/1/1801] (Sal) (PTL) - Morning Post and Gazetteer Issue 10094:
“The ship was wrecked in the Isles of Scilly while on a voyage from London to Tortola.”

Lloyd’s List: Tues. 13/1/1801, No. 4119: “The Melantho, Hardie, from London to Tortola, after putting into Scilly in distress, is wrecked on the Rocks off that Place, greatest part of the Cargo is expected to be saved.” Note: Richard Hardie, master, buried on St. Mary’s.

Royal Cornwall Gazette, Saturday, 12/6/1802: Auction of the Melanthoe (assume of the repaired vessel) by Private Contract. Very detailed report.

MENTOR [11/5/1856] (TL) – Royal Cornwall Gazette, Friday, 16/5/1856, page 8:
“Falmouth: The brigantine Mentor, of Deveron, Truro, 220, Wm Pearce master, from Deveron, with copper ore for Swansea, struck on the Wolf Rock, on Sunday morning, at two o’clock, during thick fog, and came off in two minutes. The master, finding her making water put her head towards the land, and kept her up until 10 minutes to six a.m., when the crew took to the boat, and were rescued shortly after by the George brigantine of St. Ives from Newport for Plymouth, S. Richards master, who saw her founder. The crew were landed here on Monday morning.” Similar report in IOSM.

MENTOR [18/2/1861] (DNR) – Jersey Independent and Daily Telegraph, Monday, 18/3/1861:
“The Mentor of Jersey! “The sum of £180 has, it is reported, been awarded to the pilots and others who assisted in getting afloat at St. Martin’s Island, Scilly, the schooner Mentor, master King, driven ashore on the island in a fearful storm which raged about the middle of last month. (parted her cables, setting adrift the French brig Arthemeise) The Mentor belongs to Mr. George Deslandes, and Mr. Le Sueur of that firm, is now at St. Mary’s, Scilly, superintending the necessary repairs, so as to enable the vessel to proceed to London with her valuable cargo (palm oil).” WoS page 136.


MERCURIUS [19/1/1835] (TL) – Belfast Commercial Chronicle, Wednesday, 4/2/1835:
“During a violent gale the Mercurius, Esink, from Penang to Middleburg, broke two chains in St. Mary’s Roads, and was driven on the rocks, when she instantly bilged and filled: the main and foremosts went over the side. The crew, and about 200 bags of coffee were saved in a damaged state.”

On the 16/1/1835 the Dutch East India ship Mercurius came into Scilly to shelter from a storm. She was on her way from Pardang to Middleburg at that time. The ship was 300 tons when fully laden; as indeed she was when she came to anchor in St. Mary’s Roadstead. The Mercurius is described in the Dutch archives (Stichting Maritiem Historische Databank) as a 3 masted frigate and that Captain Harmanus Esink had been in command of her ever since she was built in Zeeland Binnenland in 1826. She was also described as copper sheathed and was carrying a cargo of around 100 tons of Coffee and sugar when she arrived at Scilly on the 16th. Three days later, on the evening of the 19th 1835, the weather worsened and a very heavy squall hit the islands from the N.N.W. It later turned to come from a N.N.E. direction where it is reported to have then grown in strength, eventually going right up to a full hurricane force wind. As a result, the Mercurius parted her chains and drifted over to the Garrison shore where she bumped and immediately began to fill with water. The main and fore masts both fell over board and the Mercurius soon became a total wreck. Another report in the Royal Cornwall Gazette 24/1/1835, stated that the Mercurius “had been laying a few days in St Mary’s Roads and was driven on the rocks under the garrison and soon became a total wreck. The crew were providentially saved; but they have lost everything. The Captains loss is said to be very great. Nearly the whole cargo is destroyed. The adjacent rocky shore is covered with spars, planks, and other fragments of the wreck; but the islanders are busy saving what they can, for the benefit of the owners”

200 bales of coffee were saved and these were reported to have all been in a damaged condition. Nothing is known of the exact position of this wreck.
However, fragments of copper sheathing sometimes turn up on the shore near the Barrel of Butter Rocks and the statement that things from this wreck covered "an adjacent rocky shore" suggests that the **Mercurius** hit an outcrop on the north side of the Garrison and this fits well with the items of wreckage found thus far. Interestingly many pontils of onion shaped bottles can be found at low spring tides on the shore between the Mermaid car park and the Newman and a complete mallet shaped onion bottle was picked up there recently. These, however, must be from an earlier wreck in the area circa 1750 as indeed was the top half of a pair of quern stones which was once used for the grinding of corn.

**MERCURY** [30/12/1767] (TL) – Lloyd’s List: Tues. 5/1/1768, No. 3335:
"The Mercury, Foss, from Carmarthen to London, took fire the 30th ult., in St. Mary’s Pier, Scilly."

**MERCURY** [23/2/1791] (TL) - Times: Wednesday, 2/3/1791, Issue 1941 & Lloyd’s List, Tues. 1/3/1791, No. 2277:
"The Mercury, Maley, from Virginia to London, is wrecked at Scilly. Part of the cargo will be saved."
John Troutbeck records; - “February 23d, 1791, the ship Mercury of Boston, in New England, William Maley, Master, from Virginia bound to London, laden with tobacco and staves, was wrecked; one thousand three hundred and sixty-three ounces of cut silver was saved, and all the people."
Sherborne Mercury 14/3/1791 gives detail and the wreck date as 23/2/1791. Here the Captain is given as William Mealel. Good report in SI & reported in WoS page 109.

**MERCURY** [6/1/1797] (TL) (Sal) – Lloyd’s List: Fri. 6/1/1797, No. 2887:
"The Mercury, Bulley (or Butler?), from Sicily to London, is lost at Scilly, part of the Cargo saved."
Auction at St. Mary’s, 26/6/1797. 680 barrels of damaged resin. Ref. Scilly Now & Then page 39.

**MERCURY** [21/5/1800] (AD) [Sal] - Lloyd’s List: Tues. 27/5/1800, No. 4053:
"The Mercury, Codner, from London to Newfoundland, is got into Scilly by the Boatmen of that Place, after being deserted by the Crew."
Also; Aberdeen Journal, 9/6/1800, has a similar report.

**MERLIN of Scilly** [c.9/1854] (TL) (LV) – London Daily News, Thursday, 5/10/1854:
"Merlin, of Scilly, Hicks, was totally lost on the coast of Labrador, previous to Sept. 6; crew saved, and cargo nearly all landed."

**MERLIN of Scilly** [21/2/1861] (TL) (LV) – Morning Chronicle, Tuesday, 26/2/1861:
"The schooner Merlin, Hicks, of Scilly, for London, wrecked on the Point of Taylor’s Island, near St. Mary’s, Scilly, on the 21st inst.; crew saved by the rocket apparatus."

**MERMAID** [3/1739] - Caledonian Mercury, Tuesday, 13/3/1739, page 2:
"The Mermaid, Capt. Seaman, of Yarmouth, was lately lost on the West-side of Scilly."

**MERMIVAN** [30/12/1739] (TL) – John Troutbeck, 1796, page 203:
"The Mermaid and for Plymouth, Nicholas Michell, Master, from Bristol, was driven ashore on Crow Bar, near Tresco Island; the men were saved, but the ship was entirely lost."

**MERNIVIAN** [10/1907] (TL) – Western Gazette, Friday, 11/10/1907:
"The Cardiff manager of the Golden Cross Line received a cablegram on Wednesday stating that the steamer Mervinian, which left Swansea on the 2nd inst. with a cargo of coal for Marseilles, had foundered on the 4th inst. 100 miles off Scilly. It is believed that the steamer had been in collision. The Mervinian was 2,000 tons’ register, and was a regular trader between Bristol Channel ports and the Mediterranean. Very little information is to hand, beyond the fact that six lives were lost. The remainder of the crew are reported to have been landed at Gibraltar."
Lancashire Evening Post, Saturday, 19/10/1907:
"There landed at Plymouth yesterday three of the crew, the mate and second and third engineers, of the steamer Mervinian, which turned turtle in the Bay of Biscay and was lost with six lives. The Mervinian was bound from Swansea to Marseilles and 100 miles to the southward of the Scilly Isles the cargo shifted, and she was thrown on her beam ends. Twelve hours later she went down, the captain, chief engineer, a passenger, and three men losing their lives. The others were in the remaining lifeboat 12 hours before rescued by a passing steamer and taken to Gibraltar."

**MESSENGER** [Brig] [28/10/1880] (TL) – Western Times, Friday, 5/11/1880:
"The Scilly Islands (Lifeboat) brought ashore the crew of five men from the brig Messenger, of Salcombe."
Additional detail in IOSM & WoS page 144.

**MESSINA** [3/1892] (TL) - Times: Thursday, 10/3/1892, Issue 33582:
“According to a telegram from the German Consulate at Port Said, the cook, Hansen, of the steamship Messina, of Hamburg, has been landed at Port Said, and reports that the vessel was totally lost at the Scilly Islands during a heavy gale on February 19. Nothing is known as to the fate of the rest of the crew (24 missing). The Messina left Cardiff on February 18-19 for Marseilles, with coals.”

**METEOR** [7/12/1916] (TL) (WL1) - On 7/12/1916, Meteor, on a voyage from Philadelphia to London with general cargo, was torpedoed and sunk by the German Submarine **UB-29** (Erich Platsch), 25 miles southwest from the Scillies. There were no casualties.

Ref. wrecksite.eu

121
MIARKA / WOLFHOUND [9/1/1926] (Col) (TL) – Western Times, Friday, 15/1/1926:
“After the collision of the British Destroyer Wolfhound with the schooner Miarka of Paimpol, in the Channel on Saturday morning, the officer of the British boat, who was in charge of the life saving operations, was swept overboard by a wave. An all-night search for him was in vain. The Miarka was bound, from Bristol to Paimpol with a cargo of coal. The collision took place 30 miles south of Wolf Rock, near the Scilly Isles.”

Strangely the report fails to mention that the Miarka sank, and, what became of the crew?

MIGUEL BEULLUIRE [12/1915] (TL) (WL1) – Nottingham Evening Post, Friday, 31/12/1915:
“A Valencia telegram says the African Steamship Company has received news of the loss of the Miguel Beulluire during a storm off the Scilly Islands. The vessel was bound for Genoa with a cargo of 3000 tons of coal. She has become a total wreck. Distressing scenes were witnessed in Valencia in connection with the disaster. The crew numbered 42.”

Newcastle Journal, 1/1/1916, has a similar report, spelling the name Beullaire.

Also: Times: Thursday, February 10/2/1916, Issue 41086:
“Italian steamer M. Benlliure, 2,528 tons. Left Glasgow on December 25 for Genoa with coals. Signaled by wireless, on December 27, that she was sinking 40 miles north-west of Scilly.

MINERVA [13/10/1836] (TL) – Times: Thursday, 20/10/1836, Issue 16329:
“The following was on Tuesday received from the agent to Lloyd’s at Scilly, dated October 15; - “Since our communication of the 4th ult., our packet has been detained at Penzance by adverse winds and bad weather, and on the 11th our communication by boat was forced back with a strong gale from the S.S.E. We are now sorry to inform you, from the information of the underwriters, etc. of the loss of the schooner Minerva of Bristol, Francis Hicks, late master, from Gibraltar, laden with wool, bound to London, which vessel, on the night of Thursday, the 13th inst., struck on some of the most western rocks of these islands, and was instantly dashed to pieces; one man, a foreigner, is saved. The master and all the remainder of the crew unfortunately perished. One bag of wool and the captain’s chest of clothes are all the articles saved, which are in our possession.

Also Lloyd’s List: 18/10/1836, No. 7204.

MINERVA [12/1878] (PTL) – Nottingham Evening Post, Tuesday, 31/12/1878:
“The French brigantine, Minerva, ran ashore this morning in St. Mary’s Sound, Scilly Isles. One of the crew jumped overboard and was picked up. Attempts to rescue the remainder by aid of the rocket apparatus proved ineffectual, but they were afterwards taken off by a pilot cutter. The vessel will probably be a total wreck.”

Also; Lloyd’s List: 1/1/1878, No. 20,181. Extra detail in SI.

MINNA [c.1/1864] (AD) (Sal) – Norfolk News, Saturday, 16/1/1864:
“A large dismasted vessel, supposed to be derelict, had been repeatedly seen floating between the Scilly Islands and the main land. One-day last week, some of the pilots from Scilly again descried the ship, and determined to board her. They did so and found that she was the brig Minna of Hanover, laden with deals. No living creature was on board. The pilots, after much labor, succeeded in towing the Minna to land at Scilly.”

See also IOSM page 86. Note: The London Evening Standard, Tuesday, 19/4/1864, reports on a Court of Admiralty case re the Minnie.

MINNEHAHA [18/1/1874] (TL) - Times: Monday, 19/1/1874, Issue 27903:
“Shipwreck – Information has been received from Scilly that the ship Minneaha, Jones master, from Callao for Dublin, which sailed on Saturday from this port, was wrecked yesterday morning at Scilly. The master, pilot, and eight men were drowned. The cargo was one of guano, which was totally lost.

Times: Tuesday, 20/1/1874, Issue 27904:
"With reference to the wreck of the ship Minneaha, on the Scilly Islands, on Sunday evening last, it is manifest that no assistance could have been rendered to the unfortunate persons who perished on the occasion. It should be mentioned that National Lifeboat Institution has during the last eight or ten years, spared no effort to station a life boat on the Scilly Islands, but hitherto to without success. The Institution has recently renewed its efforts, and has now sent to the island its assistant-inspector of lifeboat, with the view of massing every possible inquiry as to the practicability of stationing a lifeboat on the island."


Good report in SI & WoS page 5 & 96-98.

MINNEHAHA [18/4/1910] (DNR) - Times: Tuesday, 19/4/1910, Issue 39250:
"The steamship Minneaha, of the Atlantic Transport Line, bound from New York to London, went ashore at 1 30a.m yesterday on the Seal Rock, near Bryher, one of the Isles of Scilly. The weather was foggy, and it is said that the officers of the ship had been unable to take observations for three days. A look-out was being kept for the Bishop Lighthouse when the ship grounded. There were 64 passengers on board and some hundreds of cattle besides general cargo. The passengers were all saved in boats and landed at Bryher and some of the cattle were landed on Samson Island. After striking the vessel made water rapidly forward and the ship took a slight list to port."
The cargo in the first and second holds forward was jettisoned with the object of lightening the vessel. Soon after the ship struck distress signals were made from the Bishop Rock. The lifeboat at St. Mary was launched and other boats put off from Bryher and other islands. Wireless messages asking for assistance were received at Falmouth, and three tugs left there for the scene of the wreck. In the meantime, the passengers were conveyed to St. Mary, where they were accommodated last night. This morning they will be conveyed to Penzance by steamer and will travel to London by special train. The steamer was holed amidships and had last evening 20ft of water in her forward hold. The engine and boiler rooms were not damaged. The weather remained foggy last night, with a moderate wind.

Our Plymouth Correspondent telegraphed late last night:

Two tugs from Falmouth have arrived at Scilly and are in attendance on the Minnehaha. The ship remains fast on the rock, and her position seems hopeless. At high water no attempt was made to float her. Although the fore part of the ship is flooded the after part is dry, as are also the engine and boiler rooms. Just before the vessel struck, the northern point of Bryher Island had been sighted, and the captain, thinking himself to be south of the islands, headed in a south-westerly direction and struck the Seal Rock. No panic occurred amongst the passengers, who were all landed by half-past 2 a.m. If the sea continues smooth, the greater part of the cargo may be salved."

Times: Wednesday, 11/5/1910, Issue 39269: ‘Court Case’

“At Thames Police Court, Captain Hugh Thomas, master of the steam trawler Letty, residing in Granville-road, Liverpool, and Robert Thomas, chief officer of the same ship, of Salem-street, Amlwch, North Wales, were charged before Mr. Chester-Jones with stealing goods from the S.S. Minnehaha, at present lying on the rocks off the Scilly Isles.

It was stated that the property belonged to the Liverpool Salvage Association, who had charted the Letty for use in salvaging the Minnehaha’s cargo.

James Berry, a dock constable in the service of the Port of London Authority, stated that he went on board the Letty, which was lying in the East India Dock, and asked Captain Thomas what he had in his cabin. He replied, “I have a few tins of meat. I got them from the wreck; and it is usual when salvaging vessels to have a bit of food.” Six tins of lunch tongues were found in a cupboard in the chart-room. The witness also found a 7lb tin of beef and five fly cages; the latter Captain Thomas said he took to stain some paint.

Sergeant T. Foster said he spoke to Thomas Roberts, who in reply said;

I am the chief officer. In his berth he found an air gun and other, five tins of lunch tongues, a 7lb tin of preserves, and other things. The air gun and other things were given me by men on the Minnehaha. The other things I picked up on the ship amongst the hatches.

Mr. Chester-Jones remanded both prisoners, and admitted them on bail.

The Atlantic Transport liner Minnehaha which has been lying on the rocks at Scilly for some weeks, was successfully re-floated yesterday, and proceeded under her own steam to Crow Sound, where she now lies at anchor.”

Times: Monday, 16/5/1910, Issue 39273:

“The Minnehaha – ‘Further Charges’

At Thames Police Court, John Brown, 45, a ship’s mate, of Chatsworth-street, Liverpool, was brought up in the custody of Divisional, Detective-inspector Ball, K Division, charged with stealing property from the steamship Minnehaha, recently on the rocks off the Scilly Isles.

Counsel for the prosecution mentioned that some more men were to be arrested as soon as their vessel arrived in dock. To lighten the vessel, three steam trawlers were engaged to take in cargo discharged from the Minnehaha. Complaints had been made of a serious loss of some of the cargo placed in the Steinberg, one the trawlers, and in consequence of what was found the defendant and two seamen had been arrested. After the Steinberg had discharged her cargo and was about to leave the dock, Sergeant Foster went on board, and in the defendant’s berth he found a large clock, six bottles of machine oil, bottles of tablets, and other articles.

The defendant: I saw the thing lying about the deck and thought there was no harm in having them. Counsel said there was no desire to press charges, but only prevent recurrence. The magistrate dealt with the case as one of unlawful possession and fined the defendant £5, with the alternative of a month’s imprisonment.

Joshua Davis, 35, a seaman, of Aberporth, Carnarvon, and Michael Lee, a seaman of county Arklow, Ireland, were also charged with being in unlawful possession of some goods taken from the Minnehaha, and were each fined 40s with the alternative of 14 days’ imprisonment.” See Also;


Again Wednesday, 1/6/1910, Issue 39287: – Minnehaha, Board of Trade Inquiry.

Note: There were six more people convicted of stealing on May 25th.

Hugh Thomas the master, and Robert Thomas the chief officer, were remanded again on June 1st they were bound to come up for judgment if called upon. Issue 39288:

September 27, Issue 39389: 36 tons of coffee were condemned as unfit for human consumption.
Again Saturday, 4/6/1910, Issue 39290: – Minnehaha, 'Board of Trade Inquiry'.
Tuesday, 13/12/1910, Issue 39454: – Salvage of Cattle from the Minnehaha, award of £780 10s., made to the plaintiffs. (Mr. Francis Tonkin and 146 boatmen from the Isles of Scilly)
Western Morning News, Thursday, 22/12/1927: Death of the savlor, Sir Frederick Young.
The Scillonian, No. 263/143 & 271/160-163.
IOSM, p115, No reports in SI or WoS.
MINTERNE [1915] (TL) (WL1) - Times: Wednesday, 5/5/1915, Issue 40846:
“Article: The Scilly Danger Area. London Steamer Minterne, owned by Messrs. Hood and Co. was torpedoed by a hostile submarine, 25 miles S. W. Scilly on Monday morning with Loss of Life”
Minterne, 3,018 gross tons, 3/5/1915, 50 miles SW from Wolf Rock, torpedoed without warning and sunk by submarine, 2 lives lost.
Ref. naval-history.net (See also MAT)
MOEL RHIWAN [12/2/1884] (AD) (TL) – Shields Daily Gazette, Saturday, 16/2/1884:
“The ship Moel Rhian, of Carnarvon, from Newport for Valparaiso, with coals, was abandoned off the Smallis, dismasted, and on her beam ends. Crew landed at Scilly. Vessel seen to founder.”
Morning Post, Thursday, 21/8/1884: “The Board of Trade have awarded their silver medal to Mr. Thomas Leys Henderson, second mate of the steam-ship Rydal Hall, of Liverpool, in recognition of his gallantry in saving the life of one of the crew of the barque Moel Rhiwan, of Carnarvon, which was in a sinking condition off the Smallis on the 12th February last. The weather was very severe, and the masters of both vessels were unwilling to lower their boats, when a seaman of the Moel Rhiwan attempted to swim to the Rydal Hall, but he would have been drowned had not Mr. Henderson jumped overboard with a line around him, and rescued the man at very great risk.”
Excellent detail in SI.
MOLLY c.25/1/1774] (TL) – New Lloyd’s List: Fri. 11/2/1774, No. 509:
“Bristol, 9th Feb. Capt. Borowdale, of the London, Arriv’d here, came out of Scilly the 7th inst. And says, that a new Brig from London to Liverpool, was lost on the Seven Stones on Tuesday Sen night. The Crew saved.”
Later; New Lloyd’s List: Tues. 15/2/1774, No. 510:
“The Vessel lost on the Seven Stones, bound for Liverpool, proves to be the Molly, Backhouse.”
MONARCH HMS [21/1/1925] (TL) - Western Daily Press, Thursday, 22/1/1925:
“According to information available at Portland the Monarch (An old Dreadnought battleship which had to be scrapped under the Washington Treaty) was attacked off the Scilly Isles on Tuesday afternoon by battleships, light cruisers, and seaplanes. The battle cruisers Hood and Repulse were left behind to sink her.”
MONETTE [20/8/1896] (Col) (TL) – Cork Examiner, Monday, 24/8/1896:
“London: The Italian ship Francisco Ciamps, from Swansea, for San Francisco, with coals, has arrived here, and reports that at 10 p.m. on Thursday, forty-five miles north-west of Scilly, she collided with and sank the French fishing schooner Monette, from Iceland, for Pontrieux. Ten men were saved and fourteen were drowned. The Francisco Ciamps had her plates on both bows bent and frames broken. The Press Association Falmouth correspondent states that the captain was amongst those who perished belonging to the Monette. The survivors have been landed at Falmouth and taken to the sailors Home.”
IOSM has Havre la Monette, a schooner of 133 tons, master Botrel.
SI has the name as Mouette.
Both have limited detail.
MONKSTONE [25/7/1917] (TL) (WL1) - 3,097 gross tons, defensively armed, 25/7/1917, 240 miles W from Scilly Islands, torpedoed without warning and sunk by submarine, 1 life lost.
Ref. naval-history.net
MONMOUTH [27/2/1875] (TL) – Lloyd’s List: Fri. 27/2/1795, No. 2694:
“The Monmouth, Blackburn, from Jamaica to London, taken by the French, has been retaken by the London Packet, Armed Ship, and lost on the Rocks at Scilly. Two Men drowned.”
MONTAGU [14/1/1814] (DNR) - Lloyd’s List: Fri. 25/1/1814, No. 4840:
“The Montagu Packet, from Tenerife and MADEIRA, parted from her Anchors at St. Mary’s, Scilly, during a Gale on the Night of the 14th ult. drove ashore and bilged; her masts were cut away and she was full of water. The Montagu sailed from Tenerife 18th December, and from Madeira 2d ult. On the 11th she spoke HMS Surveillante, (an American Privateer in sight) and the next day spoke the Menclauss Frigate.”

124
Also; Caledonian Mercury Issue 14374, 29/1/1814:

“Spain: The ship was driven ashore and wrecked in the Isles of Scilly, United Kingdom.”

There is a follow up in Lloyd’s List: Fri. 4/2/1814 No. 4843:

“The Richard, Lloyd from Chepstow; and the Montagne Packet, which were on shore at Scilly, have been got off; the former has sailed for Plymouth, and the latter is under a temporary repair.”

**MONTE PROTEGIDO** [4/4/1917] (TL) - **Monte Protegido**, built by Harvey & Co., Hayle in 1880 and owned at the time of her loss by Pablo Arena, Buenos Aires, was an iron barquentine of 281 tons. On 4/4/1917, **Monte Protegido**, on a voyage from Pernambuco to Rotterdam with a cargo of linseed, was sunk by the German Submarine **UC-30** (Heinrich Stenzler), off the Isles of Scilly.

The incident resulted in a serious dip in the relationship between Argentina and Germany.

Mentioned incorrectly in WoS as the **Argentine**.

**MONTFORT** [1/10/1918] (TL) - 6,578 gross tons, defensively-armed, 1/10/1918, 170 miles W by S ¾ S from Bishop Rock, torpedoed without warning and sunk by submarine, 5 lives lost.

Ref. naval-history.net WoS only, page 189.

**MORNING STAR** [1730] (TL) - A Survey of the Ancient and Present State of the Islands of Scilly. (1796) by John Troutbeck. Page 202. This is possibly a vessel named **Morning Star**.

“In the year 1730, a vessel from the Canary Islands, laden with wine, was lost upon the island of Rosevean. The Captain’s name was Roberts. A fishermen went to his assistance, and got some of the men off, but the Captain would not quit the vessel on account of a large quantity of money being on board; the weather became worse so he and one man got upon the island, where they were saved by lashing themselves to a rock. They remained in this situation three days before they could be got off, and several of the people perished.”

**MOTHER** [7/1802] (DNR) – Lloyd’s List: Fri. 2/7/1802, No. 4269:

“The Mother, Ramsey, master? from Milford to Madeira, is put into Scilly with damage, and Cargo landed.”

**MOTTE** [5? /1781] (TL) – Kentish Gazette, Saturday, 2/6/1781: (Report very brief and unclear)

“Motte, a French privateer, of eight guns? and 26 men, is on shore near Scilly, and will be lost?”

**MOUNT LEBANON** [29/8/1908] (TL) – Framingham Weekly News, Saturday, 5/9/1908:

“The Mount Lebanon, a Glasgow steamer carrying twenty-three hands, all British, sank on Saturday in a gale off Scilly.” Much more detail available in this report.

Dundee Evening Telegraph, Wednesday, 4/11/1908:

“A Board of Trade inquiry was held today in Glasgow into the loss of the steamer Mount Lebanon, which foundered near the Scilly Isles on August 29.” She had been built in 1881. More in the report.

**MYONIE R. KIRBY** [28/11/1933] (AD) (TL) – Western Morning News, Friday, 1/12/1933:

“The sailing ship Myonie R. Kirby, which left Falmouth last Sunday for adventure in the South Seas, has met with misadventure in British Seas! In a gale a hundred miles off land on Tuesday her mast went overboard. A steamer took her in tow, but the rope broke and the St. Mary’s (Scilly Isles) lifeboat put out and rescued the crew of six by breeches buoy. So strong was the gale that the lifeboat could not approach near enough to the drifting ship to take the men aboard. A rocket-line was shot over her, and the breeches buoy was then brought into operation.”

Note: The RNLI received a letter of thanks from the six crew of the **Myonie R. Kirby** (sic) for their rescue by the motor life-boat at St. Mary’s, Isles of Scilly using a breeches buoy.

The RNLI themselves, presented a bronze medal to acting Coxswain Harry Barratt, who was in charge of the lifeboat for the first time.

Western Morning News, 5/12/1933:

“The British steamer Lephreto, reports that the derelict Myonie R. Kirby, which was abandoned off the Scilly Isles, was sinking rapidly but still a danger to navigation.”

A remarkable history and details of her final demise can be found in the Scillonian Magazine, 263/Pages 179 to 182. Note: She was built in 1888.

**MYOSOTIS** [9/9/1916] (TL) (WL1) – Listed in IOSM, SI & WoS as **Mysotis**. There are other problems with this record, as is pointed out in this wrecksite.eu entry:

“On 9/9/1916, **Georges Andre**, on a voyage from Bordeaux to Port Talbot with 220 tons of pit props and in company of Dundee **Myosotis**, was stopped, set on fire and sunk by the German Submarine **UB-18** (Otto Steinbrinck), 30 miles south from Bishop Rock. There were no casualties.

The fire was noticed by a rigid airship, who reported the attack. British destroyers were sent to the scene and picked up the crew of **Myosotis** (or **Myosotis**) (which was sunk on the same place in the same way). Note: there may be confusion here between Bishop Rock and the Bishops, off Wales, which are two different places.”
‘N’ Entries

NAIAD [15/12/1916] (TL) (WL1) – Sunday Mirror, 17/12/1916:
"U Boat Victims – British ship Naiad, crew saved."

Naiad, Sailing vessel, 1,907 gross tons, 15/12/1916, 25 miles SE by S from Bishop Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net

Good detail in Sl. British Vessels Lost at Sea WW1, page 28.

Lloyd’s Confidential War Loss Record WW1, page 78.

NANCY [9/3/1742] (TL) – "March 9th, 1742, a vessel called the Nancy, William Walker, Master, laden with British compound spirits, hemp, iron, gunpowder and several sorts of merchandize from London, bound to Dublin took fire in New Grimsby Harbour, and blew up; all the people were on shore, except a boy, who was left asleep on board. It was supposed a cat carried the burning candle among the hemp, and set it on fire. When the vessel blew up, the explosion shook the earth, and broke several glass windows." John Troutbeck, 1796, page 204. Detailed in WoS page 136.

NANCY [14/1/1743] (Sal) – "January 14th, 1743, a ship called the Nancy, Thomas Marshal from Londonderry to London, laden with linen cloth, struck upon a rock, called Green Island, in coming into New Grimsby Channel, which obliged the master to discharge part of the cargo for the preservation of the whole; eighty-three packs of linen were secured in the warehouse, and upon examination sixty-nine pieces of linen were found wanting. The gentlemen who were sent by the proprietors to manage the affair, having considered the distance they lived from Scilly, and the difficulty of carrying on a prosecution against the persons, into whose custody the sixty-nine pieces of linen which were wanting, were delivered, the islands lying so far from England, and the passage very precarious, chose rather to accept payment for the goods so wanting, than to engage in a tedious law suit."

Also; Lloyd’s List: Tues. 3/1/1743 No 848: “Tresco: The Nancy, Marshall, from Londonderry for London, is stranded at Scilly; ‘tis thought she will be got off.”


NANCY [25/2/1784] (TL) - Kentish Gazette, 13/3/1784: “Monday several of the letters which were saved from out of the Nancy packet, lost off Scilly on her passage from India, were brought to the General Post-office, and delivered out.
The loss of the Nancy packet, Capt. Haldane, is said to have arisen from her people being mistaken in their reckoning. The crew of two fishing vessels which put into St. Mary’s the night after the disaster, by stress of weather, received signals from a ship some leagues from land the same day, for them to come on board; but the sea running very high with a strong S.W. wind, and a heavy fog coming on, the fishermen tacked about, and stood for the land.”

Saunders’s News-Letter, Thursday, 1/4/1784: “The boats that are round the wreck of the Nancy, East India packet, have not been able to save any thing as yet, the wind blowing hard.”

Saunders’s News-Letter, Thursday, 2/4/1784: “Extract of a letter from Scilly, March 21. – Since my last the boats have again been endeavouring to save some part of the wreck of the Nancy, East India packet, but the weather has been so unfavourable, that they have been obliged to return, and have given up all thoughts of saving any thing out of her.”
Second report: “Two men who are exceedingly expert in diving for wrecks, are set off with their apparatus to Scilly, to get out some packages of value out of the Nancy, lately arrived there.”

Saunders’s News-Letter, Monday, 26/4/1784:
“By express from Bombay, overland, dated the 30th of November, 1783, we have advice the Mr. Ashburner, supposed to be lost in the Nancy packet, returned from Cochin, in the General Elliot.”
Northampton Mercury. Monday 12/4/1784:
“A gentleman of undoubted veracity, who was at St. Helena at the time the Nancy was there, and who was well acquainted with every man on board, gives an account that the passengers who were lost on the rocks of Scilly were Capt. Johnstone 100th Reg. Capt. Hobson, ditto; Lieut. Forsyth, ditto; Lieut. Lee, on the Bombay Military Establishment; Mrs. Cargill; and the unfortunate Captain; there were two or three children on board, one of which was master Pemberton. This information came home in the Eagle Snow.”

The Nic Nac or Literary Cabinet, No.7, Vol. 1. Page 51, Saturday 11/1/1823:
“The person from whom I had this information, and whose history I shall shortly give you, happened to be at St. Mary’s island at the time when the imprudent and unfortunate Mrs. Cargill was cast away. The accident was entirely occasioned by carelessness; for the steersman, instead of keeping the vessel at a proper distance from the land, ran her upon one of those shelves or ledges, which I have described as so dangerous, and she instantly upset! And as this was in the dead of night, every inmate, of course, except those upon deck, as in the case of the Royal George, was overwhelmed and drowned.

126
All the bodies were found in their beds and hammocks; Mrs. Cargill was discovered with her child in her arms, and the Captain by her side. These three were buried in one grave, and the remainder of the victims were instantly deposited in the earth. The vessel lying in the shelf, the whole cargo was saved, and, as the islanders, for the trouble of lending their assistance, conceived themselves entitled to the private property of the deceased as their lawful plunder, according to immemorial usage, the women partitioned among them the stage dresses, shawls, muslins, and other finery, which Mrs. Cargill had brought over with her, part of which they sold, and dressed themselves out with the rest. My informant shewed me some shawls and other articles he had bought for his sisters, and he assured me there was such a profusion of gay things, that the fish women and gatherers of ore weed went to church as fine as tragedy queens.

The surviving part of the crew* blamed the captain for the accident; and though they loved him, did not spare to say, that if he had not been so fond of his lady, but had watched upon deck, which in that situation was his duty, and have kept a good look out, instead of trusting to a drunken pilot they should have been all safe. Thus was this wretched woman the siren to these mariners. A prospect of touching English ground had on the evening before the accident, exhilarated all their spirits and they had sacrificed too freely to their pleasures. All the favourite songs she could recollect, with which she hoped again to lead an applauding public, were voluntarily sung, and the time was contemplated when public favour should again give a zest to private folly; but the reign of thoughtless impropriety was over, and she perished a miserable example of that criminal levity, by degrading the mind, throws a veil over beauty, and distorts grace into deformity." *Most reports say all crew were drowned.


"By letter from Cork we learn that the Nancy of Liverpool, Capt. Jeffries, from Jamaica, was lost on the rocks of Scilly, on the 8th inst. There were sixteen passengers on board, and all perished except four men and a boy."


NANCY [4/1/1809] (TL) - Times: Wednesday, 25/1/1809, Issue 7578: “The brig Nancy, of Plymouth, N. Goss, Master, from Llanelly, bound to Plymouth, laden with coals, has been driven on shore on the Island of St. Helen’s, and both vessel and cargo totally lost; crew saved.”
Also Royal Cornwall Gazette 28/1/1809 & Caledonian Mercury Issue 13586, 14/1/1809.
Lloyd’s List: Tues. 10/1/1809, No. 4317: “In attempting to get into Scilly 4th inst. struck, and immediately sunk in deep Water.”

NANCY, Saga of [1/1811] (Sal) – Exeter Flying Post, Thursday. 17/1/1811: “The French Privateer L’Aimable Flore was prize to his Majesty’s ship Princess Charlotte. Previous to capture she had taken four ships, one of which was the Guernsey vessel, Nancy, Bigrel, from Tarragona and Denia, for Falmouth, laden with brandy. The Nancy’s crew had been sent over to the privateer and replaced by a French crew. In the following days Nancy was damaged by gales and fell in with an American frigate, the Essex who removed the French crew and left her abandoned. On the 9th inst. she was fallen in with by His Majesty’s ships Armanda and Pheasant: off Scilly, who got her into Plymouth.”

NANCY [30/5/1826] (DNR) – Lloyd’s List: 6/6/1826, No. 6122: “Scilly, 30th May. – The Nancy, Glasgow, from Sunderland to Boston, has put in here leaky; she has been laid on the ground to endeavour to find the leak, and will be neaped till the latter end of the week.” Later Lloyd’s List: No. 6125: “was got off the ground after discharging part of her cargo, and will proceed to Boston.”

Ref. naval-history.net (Good report in SI. & See also MAT.)
British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 235.
Lloyd’s Confidential War Loss Record WW1

SS Nascent, built by J. Priestman & Co., Sunderland in 1915 and owned at the time of her loss by James Westoll, Sunderland, was a British steamer of 4969 tons. On 25/8/1917, Nascent, on a voyage from Tegal to Hull with general cargo, was torpedoed and sunk by the German Submarine UC-49 (Karl Petri), 27 miles south of Bishop Rock. 6 persons were lost.
Ref. wrecksite.eu

NEGOCIATOR [15/3/1862] (Col) – See Attiti.
“Scilly, The Neilson, Laughton, from London to Trinidad, put in here this day, being very deep, and having experienced bad weather to the westward of the Islands.”
NELLIE [26/3/1886] (TL) – Portsmouth Evening News, Saturday, 27/3/1886:
“A telegram from Scilly states that a vessel named Nellie of Elsinore, has been lost, and large quantities of pitwood are coming ashore. The captain and two seamen are missing. The chief mate was drowned and the second mate and four seamen were saved.”
Times: Monday, 29/3/1886, Issue 31719:
“Lloyd’s agent at Scilly telegraphs that the vessel wrecked there is the brigantine Nellie, of Elsinore, from Bordeaux for Cardiff. She struck on a rock eastward of the Bishop at 8 p.m. on Friday, and broke up in about ten minutes. Captain Svensson and the chief officer were drowned. The second mate and four seamen were three hours on a raft, and were landed at Melligan (sic), whence they were taken by a boats crew from St. Agnes and landed at St. Mary’s. The carpenter and one seaman were also landed by the pilot cutter Agnes, having been taken off a portion of the wreck.”
NELSON [7/10/1870] (TL) – Shields Daily Gazette, Wednesday, 23/7/1902:
“Shipwreck List: Oct. 7th, Nelson, Henderson, of South Shields, foundered off Scilly (Seven Stones), Master and two seamen drowned.”
Additional: Newcastle Journal, Thursday, 13/10/1870:
“The barque Nelson, which foundered near Scilly on Friday last, was 549 tons’ register, and was the property of Mr. W. Hall, south Shields. She was fully insured. The three men drowned were the captain (Lawrence Henderson, aged sixty, belonging to South Shields), his nephew (Lawrence Matheson, ordinary seaman, aged twenty-three), and William Moon (ordinary seaman, belonging to South Shields, and aged thirty-five).”
Newcastle Journal, 18/10/1870, adds:
“The survivors of the barque Nelson, which foundered at Scilly recently, have arrived at South Shields. They state that the captain and nephew, who were drowned, refused to leave the vessel. The master waved his hand to the men when leaving the vessel, and exclaimed ‘Good Bye’. The ship soon after, it is supposed, sunk.”
NEOTSFIELD [26/6/1917] (TL) (WL1) - Sailing vessel, 1,875 gross tons, 26/6/1917, 112 miles SW by W from Bishop Rock, captured by submarine, sunk by bombs. Ref. naval-history.net
NEPTUNE [25/4/1755] (TL) – Lloyd’s List: Fri. 2/5/1755, No. 2015:
“The Neptune, Everets, from Smyrna for Rotterdam, loaded with Camels Hair, Cotton, and Bales of Raw Silk, is entirely lost at Scilly.” The IOSM reports that part of the cargo was saved.
NEPTUNE [12/1823] (TL) (RNR) – Public Ledger and Daily Advertiser, Saturday, 6/12/1823:
“The Harriet, Curtis, which arrived at Plymouth on Wednesday, saw, near Scilly, the stern of a vessel, with ‘Neptune of Kingston’ on it.”
NEPTUNE [2/1869] (PTL) – Cork Examiner, Tuesday, 16/2/1869:
“A telegram received yesterday, states that the Mecklenburg ship Neptune had gone ashore off Scilly, and is breaking up. The crew were landed at Queenstown on Friday, by the Prussian brig Odin.”
Other reports say she is stranded, Cargo valued at £20,000.
NERINA [18/11/1840] (TL) - Times: Friday, 4/12/1840, Issue 17532:
“Wreck of the Nerrina - ‘Extraordinary Shipwreck on the Scilly Islands’ - (From a resident Correspondent) – “We have had very heavy gales lately, and several damaged vessels have been brought in by our pilots; but one wreck here has been attended with such extraordinary circumstances, that, had any person read it in the papers, one would be tempted to set it down as a Yankee story. On Wednesday afternoon last, a vessel bottom upwards, was seen about two miles off St. Agnes, when some of our pilot boats put off to her, the sea being very rough. I was looking at them until dark, and, after great difficulty, they succeeded in attaching a hawser to the wreck, which shortly broke, and, night coming on, they were obliged to leave her. On the Thursday morning, at daylight, she was discovered by a young man to have drifted in the same position on to a reef of rocks at the entrance of the bay, where the famous Sir Cloudesley Shovel was washed ashore. He got into the water, and in attempting to pull a sail on shore, which was hanging to the wreck, he discovered the body of one of the crew entangled therein, and, to his utter astonishment, heard a voice within the wreck. He immediately called two or three men to his assistance, and on their pulling away a piece of plank sufficiently for one of them to pass his arm into the vessel, his hand was eagerly seized by a person within; they then went to work, and after some little time managed to make a hole sufficiently large to drag a person down through the deck (the parties being then up to their middles in the sea), and in this manner, to their astonishment, brought on shore three men and a boy, alive and well.”
Two of them proved to be the master (Pierre Everaet) and mate, from whose account it appears she was a French vessel from Dunkirk, bound for Marseilles, with a cargo of oil; that on the Monday evening previous, about 8 o’clock, two men were on deck, and the parties saved, with the one found alongside, were in the cabin, when, in a heavy squall, the vessel in a moment turned completely over, not allowing time for the water to run into her, by which means the internal air kept the water out; the two men on deck were of course, washed away, but those in the cabin had existed there without food from Monday evening until Thursday morning, when the poor fellow whose corpse was found alongside had been killed that morning by some of the cargo getting loose on her striking the rocks, and drifting him out through a part of the deck which broke away in deep water. The men ate a hearty breakfast on landing, and I saw them all this afternoon, looking as well as if they had not been under water at all.”

Times: Tuesday, 5/12/1840, Issue 17541: Just a bit more detail on the Nerina - Long Article.

Excellent accounts in IOSM, SI & WoS page 100-101.

NESTOR / BULGARIAN [18/2/1873] (Col) (TL) – Liverpool Mail, Saturday, 30/8/1873:
A detailed and lengthy Board of Trade inquiry into the collision of these vessels 80 miles west of the Scilly Islands. Five members of the Nester’s crew drowned when she sank.

NEW COMMERCIAL [c.1851] (TL) – Lancaster Gazette, Saturday, 1/2/1851, page 5:
“The Institution for the Preservation of Life from Shipwreck are going to award medals to all the officers and men engaged in saving the survivors of the vessel New Commercial, wrecked near Scilly.”

NEW FRIENDS [2/9/1812] (TL) – Caledonian Mercury, Saturday, 21/11/1812:
“The New Friends, Arnold, from? (laden with wine and brandy) to Liverpool, was wrecked 2d inst. off Scilly.”

Also Lloyd’s List, 17/11/1812, No. 4720: Similar information in IOSM and SI.

NEW HARRIET [1/10/1864] (TL) – Bradford Observer, Thursday, 20/10/1864:
“The ship New Harriet, of Sunderland, foundered off Scilly on the 1st inst. The crew escaped in the ship’s boat, and about two hours afterwards were picked up by a Prussian brig, which landed them at St. Mary’s, Scilly.”

NEW JANE [8/1/1828] (PTL) – London Evening Standard, Saturday, 17/11/1829:
“Scilly, Jan. 13: A great deal of wreck has been fallen in with near the Wolf Rock, and on a piece of stern was marked, New Jane, of Scarborough; and it is reported that the masts of a vessel have been seen above water, close to said rock.” The IOSM has the master as R. Smith, a sloop of Whitehaven found wrecked on Rosevear. There is no mention of the fate of the crew.

NEWKN [23/1/1862] (AD) (TL) – West Briton and Cornwall Advertiser, Friday, 31/1/1862:
“Scilly: The schooner Ariel, Benst, of and from Jersey for Naples, was off here on the 26th and landed the crew of the Russian brig Newkn, of St. Peterborough, Captain Tommerup, from Cardiff for Smyrna, which vessel was abandoned in a sinking state on the 23rd inst., about 50 miles W.S.W. of Scilly.”

IOSM has her named as New Quay, page 83.

NEW YORK [10/1782] (PTL) - New Lloyd’s List: Tues. 15/10/1782, No. 1405:
“The New-York Ptg. Baker, that sailed for Antigua with Lord Howe’s Fleet, is put back to Scilly in Distress, after throwing part of her Cargo overboard.”

WoS page 108 has this vessel as a total loss.


Ref. wrecksite.eu


Crew landed at St. Ives in their own boats.

NICOLINE [4/1843] (Col) (TL) – Public Ledger and Daily Advertiser:
“Standgate Creek, April 4: The Russian ship Nicoline, from Odessa and Constantinople, was run down by a vessel off Scilly, on the night of the 27th ult.; crew saved by the Aid, White, arrived here.”

NICKERIE [21/11/1844] (TL) - Times: Monday, 4/3/1844, Issue 18548:
“The western rocks of the Scilly Islands have again, we regret to state, been the cause of another frightful calamity, viz., the complete destruction of the Dutch East Indiaman, Nickerie, belonging to the port of Rotterdam, and the loss of nearly the whole of her unfortunate crew. From the different accounts that have been received, it appears that on the morning of the 23rd ult. The inhabitants residing on St. Agnes Island were alarmed by observing large masses of wreck upon the beach, and became convinced that some vessel had been wrecked on the opposite island. Several craft were immediately brought into requisition, and being manned, proceeded to the spot above mentioned, where they discovered that their fears were too well founded, for at the back of the island on the rocks lay the remains of a large foreign ship, which was soon ascertained to be the Nickerie Indiaman of Rotterdam, 690 tons’ burthen, commanded by Captain J. Harvey. Upon the island they noticed two wretched beings almost paralysed from cold, there being an intense frost, and, the island being uninhabited, there was nothing to shelter them. Their first endeavour was to rescue those unfortunate creatures, and providentially they were got off in the last stage of exhaustion, and forthwith conveyed to St. Agnes, where every assistance was afforded them.

129
As soon as they had somewhat recovered, they were taken to St. Mary's where the Dutch Consul provided them with requisite clothing, and sent them to their respective homes. The accounts they gave of the loss of their ill-fated ship were truly distressing.

They stated that she left Batavia for Rotterdam in October last, and St. Helena in January, the crew consisting of Captain Harvey, first and second officers, surgeon, and fifteen seamen – the cargo being very valuable, comprising teas, sugars, molasses, and other articles of East India produce. The voyage was favourable until they approached the English Channel, when there came on tremendous squalls, with heavy falls of snow. On the morning of the 21st, at about 2 o'clock, when they supposed that the ship had entered and was running up the English Channel, they suddenly perceived a light, which they at once knew, from the bearings they took, to be that of St. Agnes. Knowing that the course was one of a very dangerous character, all hands were called to “about ship”, but in a few minutes a shock told them that she had struck on some of the sunken rocks. In a short time, however, she went off, apparently without sustaining any injury, but in a few seconds she again struck with increased force. Instantly all was confusion on board, and before there was time to escape by means of the boats she fell to pieces; eight of the crew, including the surgeon and chief officer, falling between the masses of wreck and perishing. The remaining 11, amongst who was the Captain, clung to the wreck till daybreak, although they had the greatest difficulty in doing so, owing to the sea making a complete breach over her, and from the acute suffering they endured, being benumbed by severe cold. The poor fellows endured, being benumbed by severe cold. The poor fellows

...
NOON [12/1891] (TL) – Exeter and Plymouth Gazette, Wednesday, 9/12/1891:
“A Cardiff telegram reports the foundering of the dandy rigged vessel Noon, yesterday, off Scilly. All hands were drowned.”


SS Noorderdijk, built by W. Gray & Co. Ltd., West Hartlepool in 1913 and owned at the time of her loss by Nederlandsche-Amerikaansche Stoomvaart Mij. (NASM), Rotterdam, was a Dutch steamer of 7166 tons. On 22/2/1917, Noorderdijk, on a voyage from New York to Rotterdam with a cargo of corn meal and wheat, was torpedoed and sunk by the German Submarine U-21.

(Northumberland) – Reported in SL. Scuttled by German Submarine U-21.

NORDEEP / VESTA [c.3/1891] (Col) – Shields Daily Gazette, Wednesday, 25/3/1891:
“Captain Richard Conway, and the crew of the schooner Nordeep, supposed from Fowey, were landed at Gibraltar on the 18th inst., in an exhausted condition, by the steamship Mossele, of London, having been found drifting in lat. 48 37 N., long. 7 34 W. The ill-fated vessel collided with the schooner Vesta, near Scilly, and drifted S.W. for three days, and was finally abandoned in a sinking condition. She was laden with coals.”


“At Southampton on Tuesday the Board of Trade’s bronze medal and a sum of £10 were presented by the Mayor to Alfred Nichols, now a boatswain on HMS Trincomalee, in recognition of bravery he displayed in the rescue of life at sea. He was at the time of the act boatswain of the steamer Mosser, of London, and rendered valuable help to the crew of the Nordkap, of Foy, which was wrecked, and observed by the Mosser flying distress signals 100 miles off Scilly, on March 13 last. Nichols was one of a number of sailors who volunteered to put off from the Mosser to rescue those on the Nordkap. The other sailors, who are in different parts of the country, are also to be rewarded.”

NORDSTJERAN [c.22/11/1868] (TL) – Yorkshire Post and Leeds Intelligencer, Friday, 27/11/1868:
“Dover, Wednesday. An explosion of fire-damp took place on board the Nordstjeran, of Sandeford, Newpoint to Havannah, by which a seaman was killed and the second mate seriously injured. A heavy sea struck the ship and caused her to sink immediately. The crew were picked up in their own boat on the 22d of November, about 36 miles west of Scilly, by the Crossfell, and landed here.”

NORGE [10/1889] (AD) – Leicester Daily Mercury, Saturday, 12/10/1889:
“A Lloyd’s telegram from Scilly states that the ship Star of Bengal has passed east, and signaled that she had on board the crew of the Norwegian barque Norge, formerly Mary Hogarth, which had been abandoned on the voyage from Grangemouth.”

NORMA PRATT [16/3/1917] (TL) (WL1) - 4,416 gross tons, 16/3/1917, 150 miles W from Bishop Rock, captured by submarine, sunk by torpedo, Chief Officer and 3rd Engineer made prisoners.

“The Northumberland, Transport, having on board 270 men of the German Legion, was lately wrecked off Scilly on her passage from Cork. The people on board owed their safety to the firmness and resolution of Col. Haklett, who, after the vessel struck, endeavoured to dissipate the men's fears, encouraged them to work hard at the pumps, and assured them that he would be the last to leave the ship. He kept his word, notwithstanding, all their entreaties to the contrary, and not a man was lost.” Also in Journals of the House of Commons Vols. 64- 1809 & 66: 29/1/1810:

1. “To the Duke of Cambridge as an indemnification for the loss of regimental money sustained by the acting paymaster of the 2nd light infantry Battalion of the German Legion, on his return from Ireland on board the Northumberland, transport, wrecked off Scilly in May 1807.”
2. “To Quartermaster G. N. Hoasman, of the Kings German Legion, for the loss of D. by the wreck of the Northumberland, transport, on the passage from Ireland in May 1807.”

Excellent detail in the Caledonian Mercury, Monday, 20/7/1807, page 3:
Shorter version Ipswich Journal 18/7/1807, page 2.

NORTH WALES [10/1916] (TL) (WL1) - 4,072 gross tons, October 1916, off Scilly Islands, reportedly torpedoed by submarine, probably without warning, date not known, but listed in October, 30 lives lost including Master. Ref. naval-history.net

NORMANNA [22/2/1917] (TL) (WL1) – Reported in SL. Part of the 22/2/1917 Dutch convoy.
Lloyd’s Confidential War Loss Record WW1, page 97.

SS Normanna, built by Armstrong, Mitchell & Co., Newcastle in 1885 and owned at the time of her loss by A/S Normanna (Haldor Virik), Sandeford, was a Norwegian steamer of 2900 tons; triple expansion engine (Wallsend Slipway & Eng. Co. Ltd., Newcastle), 287 hp.
On 22/2/1917, Normanna, on a voyage from Savannah to Stavanger with a cargo of phosphates, was scuttled and sunk by the German Submarine U-21 (Ottos Hersing), at the Western entrance of Channel. There were no casualties. Ref. wrecksite.eu

NORTH BRITON [3/1789] (DNR) - Times: Thursday, 26/3/1789, Issue 1330:  
"The North Briton, from Bristol to London, struck on the rocks of Scilly, and put in there much damaged."

Also; Lloyd's List: Fri. 27/3/1789, No. 2076:  
"The North Briton, master?, from Bristol to London, struck on the Rocks of Scilly, and is put in there much damaged." Later edition: Cargo mostly landed.

NORTH CAPE [31/1/1740] (DNR) – “On the 31st of the same month (January) the North Cape, of and for Bristol, Nicholas Graham, Master, from Gottenburgh, with deals, iron and juniper berries, struck a rock, and was obliged to have the cargo landed. The vessel was repaired.”

John Troutbeck, 1796, page 203.

NORTH CAMBRIA [1/8/1918] (TL) (WL1) - SS North Cambria sank after collision with SS Port Stephens on passage New York for La Pallice with railway material. Shipping and Shipbuilding Research Trust, teesbuiltships.co.uk (Ref. found in wrecksite.eu & (See also MAT.)

NOSTRA SENORA DE LOS DOLOREZ [23/11/1815] (TL) - Caledonian Mercury Issue 14669, 9/12/1815:  
“Spain: The Nostra Señora de los Dolorez foundered in the Atlantic Ocean 34 leagues (102 nautical miles) west of the Isles of Scilly, United Kingdom. Her crew were rescued and landed at Dartmouth 2/12/1815. She was on a voyage from Bristol, Gloucestershire, United Kingdom to Rivadeo."

Lloyd's List: 5/12/1815.

"N. S. de Muriel, Martin de Supena, from Bilbao for the Isle of Man, is lost at Scilly, and but very little of the Cargo saved.”

Sussex Advertiser, Monday, 17/11/1760 has ‘Nostra Signora de Murcia, Martena de Supena.

NOTTINGTON [1/1789] (DNR) - Lloyd's List: Tues. 13/1/1789, No. 2055:  
“The Nottington, Brown, from Faro to Rotterdam, run upon the Rocks going into Scilly, Vessel and Cargo greatly damaged, and must unload to repair; the Mate washed overboard and drowned.”

NUGGET [31/7/1915] (TL) (WL1) – Fife Free Press & Kirkcaldy Guardian, Saturday, 7/8/1915:  
“Lloyd’s report that the steamer Nugget of Glasgow, was sunk by submarine. The captain and crew were landed. The Nugget was of 405 tons, built in 1899 by Scott and Co., Bowling, and owned by W. Robinson. At the inquest held at Scilly on the body of Chief Engineer R. M’Donald, of the S.S. Turquoise, of Glasgow, the evidence showed that the submarine was sighted which proved to be German. The submarine was flying a signal which they could not distinguish, as it was end on, but afterwards found was ‘Abandon the ship immediately’. The submarine opened fire on the ship at a range of about a thousand yards, and the third shot wounded the engineer while they were getting out the boats. Two other men were wounded. They were in the boats for fourteen hours before being picked up by a Dutch vessel. The engineer died on board the Dutch boat, where they remained two hours before being taken off by a patrol vessel.”

Nugget, 405 gross tons, 31/7/1915, 45 miles SW from Scilly Isles, captured by submarine, sunk by gunfire. Ref. naval-history.net

British Vessels Lost at Sea WW1, page 8. Lloyd’s Confidential War Loss Record WW1, page 21.

Good reports in SL & WoS page 104.

NUNDEEPS [1868] (TL) - Times: Saturday, 10/10/1868, Issue 26252:  
“Wreck of the Scillonian schooner Nundeeps of St. Mary’s, Scilly with a cargo of 230 bales of wool was wrecked near the Cape, 28th August. Crew was saved.”

NYANZA [26/5/1898] (TL) – Cornishman, Thursday, 2/6/1898:  
“The boat Nyanza, in making the harbour of St. Mary’s on Thursday, struck the Crim rock and had to run on Crebawethen, to save life. When she got there the boat was fast sinking. They had no small boat. The lifeboat, and other boats from St. Agnes, assisted in saving all materials. It is feared that the boat is a total wreck.”

RNLI: The St. Agnes lifeboat James and Caroline, saved four crew. One crew was saved by another boat and one crew member drowned.


NYMPH [23/11/1809] (TL) – Lloyd’s List: Tues. 5/12/1809, No. 4413:  
“The Nympth, Turner, from Newfoundland to Poole, was lost 23rd ult. at Scilly.”

Also; Public Ledger and Daily Advertiser, Tuesday, 5/12/1809. Excellent detail in the IOSM, page 46.
‘O’ Entries

**OCEAN** [1763] (PTL) - Dublin Courier, Friday, 28/1/1763:

“Plymouth, January 18; His Majesty’s ship Southampton sail’d to look after the Ocean, it being feared that she is lost on the rocks of Scilly; likewise, to look after a ship the Venus saw at sea in distress, but could give her no Assistance, she being to windward of her.”

**OCEAN** [4/1/1829] (TL) – London Evening Standard, Saturday, 17/1/1829:

“Scilly, Jan. 13: A vessel was lost on Sunday night, the 4th inst., during a strong gale on Rosevear, one of the most western rocks in these islands. She appears to have been snow rigg’d; mainmast fish’d with painted posts. The top of the foremast is about three or four feet above water at low tide. She is supposed to have a heavy cargo, which prevents the hull from rising. Some sails or pieces have been saved, marked P. Doyle, London, and others, Hill and Kirkpatrick, sail makers London. The wreck was not discovered until the 6th.”

Note: The authors located this wreck on the north side of Rosevear Ledges. The wreck site is still littered with the coal that formed her main cargo. The Ocean lays very close to the wreck of the Nancy packet which sank just 45 years earlier. A copy of the site plan showing both wrecks is held by the National Monuments Record Office.

Lloyd’s List: 20/1/1829, No. 6396.

**OCEAN** [31/12/1832] (TL) – Bury a Norwich Post, Wednesday, 30/1/1833:

“The Ocean, of Yarmouth, Capt. James Steward, was lost off the coast of Scilly, on the 31st of December last; the master, his wife, and the mate were drowned.”

**OCEAN** [c.10/1846] (TL) - Times: Friday, 9/10/1846, Issue 19363:

“Plymouth, Oct. 7 – The Ocean, of Plymouth, founder’d off Scilly; crew landed here.”

Also; Hampshire Advertiser, Saturday, 17/10/1846:

“Captain Robert Cox, of the brig Margaret, on his way from Cardiff, Wales to Plymouth, with a cargo of coals, and when about fifteen miles westward of the Scilly Islands, observed a signal of distress from a vessel at a short distance, upon which he immediately bore down, and ascertained that it was the Ocean, from Newport, bound also to Plymouth. The Ocean had five feet of water in the hold, bulwarks all washed away, with other damage. Captain Cox lay by at a short distance for the night, but at about four in the morning, on a signal light being again hoisted, he bore up to the distressed vessel, which was then sinking, and succeeded in getting the master and whole crew of the unfortunate Ocean on board his ship. Captain Cox reached Plymouth in safety on the morning of the 6th, and landed the crew. Captain Cox is the son of Mr. Robert Cox, of Weymouth.”

**OCEAN BELLE** [28/11/1896] (TL) – Cork Examiner, Tuesday, 1/12/1896:

“The lifeboat James and Carline, stationed at St. Agnes, Scilly, on Sunday rescued a crew of three men from the schooner Ocean Belle, (master B. Hughes), bound from Beaumaris for London with slate. A strong south-westerly gale prevailed at the time. The vessel had been demasted the previous night when near the Wolf lighthouse.”

Lloyd’s List: 30/11/1896, No. 18,484. Similar report in IOSM & SL.

**OCEAN QUEEN** [17/5/1865] (TL) – Caledonian Mercury, Wednesday, 24/5/1865:

“Penzance, May 20: The Ocean Queen (barque), of Bristol, Lee, from Newport to Halifax, NS, with coals, founder’d yesterday 14 miles N.W. of Scilly; crew saved.”

**OKAHANDJA** [c. Late1911] (M) (PTL) - Times: Thursday, 22/2/1912, Issue 39828:

“The recovery at Scilly on Tuesday of floating belonging to the German steamer Okahandja is interesting, mainly as indicating that the vessel, which was bound from Kherson for Hamburg, was lost in the neighbourhood of the English coast. The Okahandja arrived at Oran on December 4 from Kherson and left the port two days later for Hamburg, since when, until the wreck was washed up at Scilly, there has been no sign of her. She is described in Lloyd’s Register as a vessel of 3,429 tons, built in 1895, and owned at Stettin.”

**OLDENBURGER** [8/1782] (DNR) - New Lloyd’s List: Fri. 9/8/1782, No. 1386:

“The Oldenburg, Hedstrom, bound to the West-Indies, is put into Scilly leaky, and must be unloaded.”

**OLDENBURGER** [24/1/1783] (PTL) – New Lloyd’s List: Fri. 7/2/1783, No. 1436:

"The Oldenburg, Humfreys, is on Shore (Tresco) at Scilly, and it is feared will be lost.”

**OLIVE** [12/2/1819] (TL) – Recorded in IOSM, page 54:

“Olive, master De la Bierte, Bristol to Ruan, sank near the Seven Stones. The captain and crew took to the boat and landed at St. Ives in safety.” Reference West Briton 12/2/1819.

**OLIVE BRANCH** [1/1815] (DNR) – Caledonian Mercury, Saturday, 7/1/1815:

“The Olive Branch, Gauge, from Faro to London, was towed into Scilly, 25th ult. having been demasted in a gale off Mount’s Bay.”

133
**ONION** [11/12/1840] (DNR) – Morning Chronicle, Monday, 28/12/1840:

“Scilly, Dec. 15: The **Onion**, from Stockholm to Smyrna, was assisted into harbour on the 11th inst. very leaky and must discharge to repair.”


**ORION** [22/2/1809] (DNR) – Times: Tuesday, 31/1/1809, Issue 7583:

“**Wreck of the Orion**, transport, for Spain, was on shore at Scilly on the 22nd inst. Later: The transport ship was driven ashore in the Isles of Scilly.”

Lloyd’s List: Tues. 7/2/1809, No. 4325:

“The **Orion**, Transport, Martin, From Corunna, which was on shore at Scilly, is got off with trifling damage, and put into St. Mary’s Pier.”

Caledonian Mercury Issue 13598, 11/2/1809:

“The **Orion**, transport, Capt. Martin, from Corunna, with camp-equipage, surgeon’s stores, &c. is on shore in Crow Sound, Scilly. Her cargo has been taken out, damaged, and the vessel is full of water.”

Royal Cornwall Gazette, 28/1/1809.

**ORION** [15/3/1810] (DNR) – Lloyd’s List: Tues. 27/3/1810, No. 4444:

“The **Orion**, Mitchell, from Hayti to London, run on shore at Scilly 15th inst. and is full of Water. Cargo (mahogany) expected to be saved.”

Also later: Lloyd’s List: 3/4/1810, No. 4446:

“The **Orion**, Mitchell, from Hayti to London, which was on shore at Scilly, has been got off, and warped into St. Mary’s Pool. Cargo landing.”

**ORTOLAN** [14/6/1917] (TL) (WL1) - 1,727 gross tons, defensively armed, 14/6/1917, 100 miles W.S.W. from Bishop Rock, torpedoed without warning and sunk by submarine, 3 lives lost.

Ref. naval-history.net

**OSIRIS** [27/2/1827] (Sal) (DNR) – Morning Chronicle, Saturday, 3/3/1827:

“The **Osiris**, Schaken, from Pernambuco to Antwerp, which struck on the Seven Stones on the 19th inst., has been obliged to commence discharging her cargo, which, it is feared, is much damaged.”

Very few vessels survive total loss on the Seven Stones. More detail of the event can be found in the Claim for Salvage, Morning Chronicle, 14/12/1827.

“The Pilot got alongside the brig about midnight, and learning there were about fourteen feet of water in her hold, and that the vessel struck on a rock, and wanted to get into port, three of the boat’s crew determined to board, and succeeded in doing so, though the sea ran so high, that the punt belonging to the Pilot boat was thrown on the deck of the **Osiris**, and the men were under the punt, in great danger, but were secured by the crew of the **Osiris**. The vessel was brought in safety into St. Helen’s Pool, on the 21st of February, and, being run on the beach, her cargo was safely landed.”

More on the Court outcome continues in this report. The ship and cargo was valued at 3700l. The cargo consisted of sugar, cotton and hides. The sum tendered for the salvage, 100l, was that awarded by the Magistrates.

Times: Friday, 14/12/1827, Issue 13462:

“Salvage Court

Admiralty Court, Tuesday Dec. 13th – The **Osiris** - This was an appeal from the award of the magistrates in a case of salvage of the **Osiris**, of Ostend, with a cargo of sugar and cotton, which struck on the rocks of Scilly, called the Seven Stones, in the month of February last. The case is not a feature of public importance. The Court affirmed the award.” Details in SI & WoS page 58.

**OSIRIS** [25/5/1838] (FFU) – Recorded in IOSM, page 66:

“The French barque **Osiris**, from Moninica for France with sugar and coffee, struck on the Crim Rock and later capsized in St. Mary’s Pool. The crew were saved.”

Reference West Briton 1/6/1838. Excellent detail in SI.

**OSVETITEL** [14/7/1860] (TL) – Royal Cornwall Gazette, Friday, 20/7/1860:

“St. Mary’s, Scilly: The Austrian barque **Osvetitel**, Meilicich master, from Ibrail, with barley, bound to Falmouth for orders, got ashore on Maidenbower Rock, (one of the numerous rocks to the west of Bryher Island) in a thick fog about 10 o’clock on the night, the 14th inst. On the vessel being discovered on the following morning by the inhabitants of the nearest islands, they proceeded to the scene of the wreck, and found the master and his wife upon the rocks, having with the crew landed in the ship’s boat after she struck; fortunately, the weather was moderate, and they saved nearly the whole of their clothes and effects. The ship being in a very bad position, is fast breaking up and becoming a complete wreck; so that nearly the whole cargo will be lost; but a portion of the stores are being saved and taken possession of by Messrs. Banfield, the consular agents, on behalf of the master.”


**OSWEGO** [29/5/1917] (TL)(WL1) - 5,793 gross tons, defensively-armed, 29/5/1917, 175 miles W ½ S from Bishop Rock, torpedoed without warning and sunk by submarine.

Ref. naval-history.net
OTTO [6/12/1869] (TL) - Times: Saturday, 11/12/1869, Issue 26618:
“The Otto, from Jacobstadt for Bristol, is wrecked at Scilly.”
More of the story in the Cornish Times 15/12/1869, The Times & Royal Cornwall Gazette 9/9/1873.
Civil Court – Pender V Hicks. Swedish Vessel Otto, 6/12/1869. Theft of Sails.
Hicks accused Pender of stealing the sails. Court found in favour of Pender.
Royal Cornwall Gazette, Saturday, 1/1/1870:
“For Sale, a quantity of Stockholm Tar, salved from the wreck of the Swedish schooner Otto, Captain Bergersen. – Apply to Sam Higgs, jun., Consulate Office Penzance.”
Excellent detail in SI & IOSM.
OUTALPHA [1/2/1873] (DNR) – Referenced in CSIOS, page 112:
Sheltered from a hurricane, but grounded in St. Mary’s roads. Refloated. She was bound to London from Adelaide with grain.
Note: Over fifty ships were recorded sheltering at the time.
No reference found apart for an Outalpa.
OXUS [31/8/1869] (TL) – Cheltenham Chronicle, Tuesday, 28/9/1869:
“A Board of Trade inquiry was held at Greenwich on Wednesday into the circumstances connected with the loss of the ship Oxus, off the Scilly Isles, on the 31st ult. After a prolonged investigation, the court was of the opinion that no blame was attached to the captain.”
The detail of this inquiry can be read in the Edinburgh Evening Courant, Friday, 1/10/1869, page 5.
A précis can be found in the SI & WoS page 166.
‘P’ Entries

PACQUEBOT DE CAYENNE [27/11/1838] (TL) – London Evening Standard, Wednesday, 5/12/1838:
“Penzance, Dec. 3: The Pacquebot de Cayenne, Muny, from Rio Janeiro to Havre, was totally wrecked at Scilly on the 27th ult.: crew, passengers, and part of the cargo saved.”

Dorset County Chronicle, Thursday, 14/2/1839:
“A few weeks since a French bark Pacquebot de Cayenne was wrecked on a rock of St. Martin’s one of the Scilly Islands. Among the passengers was a lady who had kept a Magazin des modes, at Rio, and was on her return with her little daughter to Paris. Amongst the few articles saved was a trunk containing a very handsome dress, trimmed with the most beautiful artificial flowers made of the feathers of the native birds of the Brazils. In the presence of the Islanders she selected a wreath from the trimming of the flounce, as a votive offering to her patron and guardian saint, who had preserved her life from shipwreck, and vowed that she would take it to Paris, and dedicate it there in the Chapel, where it should ever be an ornament on the brow of the image of him to whose intercession she owed the preservation of her life.” Short reports in SI & WoS page 151.

The Royal Cornwall Gazette, 30/11/1838 and IOM state that this vessel struck the Hats Reef.

PACKET [5/1776] (TL) – Caledonian Mercury, Saturday, 18/5/1776:
“Friday night the Ministry received advice, that the packet dispatched by Lord Dunmore, with intelligence and letter from his Lordship, Governor Martin, &c. &c. was lost off Scilly. The dispatches are all lost, but the crew are saved. She met General Burgotne not far from Newfoundland, all well, and nothing material.”

PADSTOW [4/12/1804] (TL) - Morning Post Issue 11306, 29/12/1804:
“The brig was wrecked in the Isles of Scilly. She was on a voyage from Cardiff, Glamorgan to London.”

Also; Lloyd’s List: Fri. 28/12/1804, No. 4178:
“The Brig Padstow, from Cardiff to London, is wrecked at Scilly.”

Royal Cornwall Gazette, 29/12/1804:
“Scilly, Dec. 24. - The Padstow of Padstow, Stevens, from Cardiff, with iron, to London, is totally lost; perhaps part of the cargo will be saved, the crew were saved in their boat.”

IMAG have found a good candidate for this wreck between the Spanish Ledges and the Bartholomew.

There are two 18th century anchors near an iron cargo of pipes and pig iron in position, N49-54-145: W006-19-372:
WoS, pages 151-155 states that the Padstow is a possible identification of the Wheels Wreck but the Trevithick Society are of the opinion that the cargo was not invented until after 1830.

See Wheels Wreck, Section 2-3.

PALINURUS [27/12/1848] (TL) – Newcastle Guardian and Tyne Mercury, Saturday, 13/1/1849:
“We learn from Cornwall of the loss of the ship Palinurus, 600 tons, Captain Frederick Geare, homeward bound from Demerara, with a full cargo of rum and sugar. She was wrecked during the very strong gale of the 28th ult., off Scilly Islands; there is reason to believe that the captain and crew have perished.”

Royal Cornwall Gazette, Friday, 5/1/1849: Report has Gorl as the master and that she struck the Lion Rock.

“Early on the morning of the 28th ult. a large quantity of the cargo was seen floating near St. Mary’s, and about 71 tuncheons, 14 hogheads, and 9 quarter casks of rum, have been picked up by the islanders. Twelve bodies of the crew have been washed in on St. Martin’s Island and where this day interred in St. Mary’s.”

Royal Cornwall Gazette, Friday, 19/1/1849: “Scilly 15th January; Two more bodies of the crew of the Palinurus, making in all 14, were picked up and interred last week”

Royal Cornwall Gazette, Friday, 29/1/1849: “Lost in the wreck of the ship Palinurus, off the Scilly Islands, on the night of the 27th of December last, Frederick Geare Esq., late of the East India Company’s service, and son of John Geare, Esq., of Exeter, sincerely lamented by his family, and a large circle of friends.” Detail in IOM page 71 & SI. WoS page 147.

PALMGROVE [22/8/1915] (TL) (WL1) – Dundee Courier, Saturday, 28/8/1915:
“Lloyd’s report that the British steamer Palmgrove has been sunk.” A victim of U-38.

Palmgrove, 3,100 gross tons, 22/8/1915, 46 miles W by N ½ N from Bishop Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

British Merchant Ships Sunk by U-Boats, 1914 to 1918.

Lloyd’s Confidential War Loss Record WW1. Reported in IOMS, SI & WoS page 183.

PALMOS [7/4/1897] (TL) – Cornishman, Thursday, 15/4/1897:
“The vessel that foundered off Scilly on Sunday morning was the coal-laden, Norwegian, three-mast schooner Palmos, Cardiff to Para, helpless and abandoned since April 6th. The crew of the Falmouth tug Eagle boarded her, but she began to sink and they had to abandon their brief prize.”

Short reports in IOSM & SI.
PARAME [26/10/1899] (TL) - Times: Friday, 27/10/1899, Issue 35971:
“At 4 a.m. Yesterday, the French barque Parame, Trinidad to London, with coconuts, struck almost
alongside the German vessel (Erik Rickmers). Her crew were saved. The Parame afterwards capsized,
and both vessels are total wrecks. A large transatlantic steamer (Minnihaha) narrowly escaped
running ashore at the same spot.”
Royal Cornwall Gazette, Thursday, 2/11/1899:
“A French barque, the Parame, with a cargo of rum and cocoa nuts, ran on shore on the same rock as
the Erik Rickmers, stranded about fifty yards distant. Curiously enough, the two ships had been in
company all day, and they were both wrecked within a few hours. In fact, it was only eight o’clock on
Tuesday morning when the lifeboat was called to the Parame’s assistance. She remains afloat, but on
her beam ends. The crew, which consisted of ten hands, were also safely landed. The Parame, which
was from Trinidad, is an iron barque, of 364 tons, and is owned by Guiboux, Redon.”
Lloyd’s List: 28/10/1899, No. 19,125. Good report in SI.
PARTHENIA [6/6/1917] (TL) (WL1) - 5,160 gross tons, defensively-armed, 6/6/1917, 140 miles W
by N from Bishop Rock, torpedoed without warning and sunk by submarine, 3 lives lost.
Ref. naval-history.net
PASTEUR [12/8/1938] – Wikipedia.org: A French fishing vessel from Camaret stranded on Hanjaque,
Isles of Scilly. Refloated, damage, if any, unknown.
PATRIE / VULCAN [17/3/1867] (Col) – Lloyd’s Weekly Newspaper, Sunday, 31/3/1867:
“The Patrice of Norway, from Falmouth to London, was abandoned off the Scilly Isles on the 20th, having
been in collision with the Vulcan, off Scilly.”
Lloyd’s List: 25/3/1867, No. 16,520. Excellent detail in SI.
PATHFINDER / L. OBEID [14/5/1982] (Col) (TL) – Motor fishing vessel of Newlyn, foundered after
collision. IOSM page 135.
PAUL TESCHNER [4/1877] (TL) – Gloucester Citizen, Wednesday, 25/4/1877:
“The ship Paul Teschner, of Stettin, was abandoned on fire on Thursday last, and the crew landed at
Falmouth yesterday afternoon and taken to the Sailors Home. They say that the first sign of fire was
observed at about eleven o’clock on Thursday, when the master saw smoke coming up one of the pumps;
and about two o’clock flames pierced the deck amidships just before the captain’s division of the deck-
house. The Norwegian ship Leo was passing and came to their assistance, sending a boat, which,
together with the two boats belonging to the Paul Teschner, took off the crew and what stores and
clothes could be got at. By six o’clock more than half the deck was burnt up, and was enveloped in
flames. The cargo was a very valuable one of cotton, and was being taken from Savannah to Liverpool
for discharge. The crew abandoned the vessel about 70 miles’ south-west of the Scilly Isles.”
PAULINE [17/2/1861] (TL) – Morning Chronicle, Monday, 18/3/1861:
“The French ship Pauline, Truscot, which fell over and bilged at Scilly, Feb. is also expected to break
up. Her cargo has been partly discharged. She was from Cardiff for St. Nazaire. Both* accidents were
duly recorded, in February, by the Morning Chronicle.”
*The French Brig Arthemise, Le Merc, of Bordeaux.
Lloyd’s List: 25/2/1861, No. 14,631. Note: There is confusion with date in SI and Lloyd’s List.
PEACE of Scilly [11/1815] (LV) – Bell’s Weekly Messenger, Sunday, 5/11/1815:
“The Peace, Tregarthen, from Scilly to Waterford, was stranded the 23rd inst. near Wexford.”
PEARLE [c.12/6/1717] (TL) – “They write from Milfordhaven, that the Pearle of London, from Antegoa
was lately lost on the Rocks of Scilly.” - PostMan and Historical Account, London, England,
Issue 15120. Also Stanford Mercury, 20/6/1717.
PEERLESS [4/9/1917] (TL) (WL1) - 3,112 gross tons, defensively-armed, 4/9/1917, 60 miles SW from
Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost Master and two gunners
prisoners. Ref. naval-history.net
PEGGY [2/1784] (AD) - New Lloyd’s List: Fri. 20/2/1784, No. 1544:
“The Peggy, Sarrat, is the Vessel which was carried into Scilly, after being quitted by the Crew, and not
the Commerce, Picmore, as formerly mentioned.”
PELHAM [3/1744] (DNR) – Lloyd’s List: Fri. 30/3/1744, No. 872:
“The Pelham, Tomlinson, from Piscataqua for Portsmouth, who was ashore at Scilly, is got off with very
little Damage.”
PELHAM [13/6/1915] (TL) (WL1) – 3,534 gross tons, 13/6/1915, 30 miles NW from Scilly Isles,
captured by Submarine U-35, sunk by bombs. Ref. naval-history.net (Good detail in SI)
PENELOPE [5/12/1896] (AD) (FFU) – Cornishman, Thursday, 17/12/1896:
“Scilly: The Norwegian brig Penelope, coal laden, abandoned 40 miles, south-west of Scilly, is now a
dangerous derelict in the fairway.”
PENSHER [9/1837] (DNR) – Morning Chronicle, Monday, 9/1/1837:
“The Pensher, from Archangel to Bridgewater, drove on the grounds in St. Helen’s Pool on the 26th ult.,
but was got off with assistance, rather leaky.” IOSM page 65.

SS Pensiero was an Italian cargo steamer of 2,714 gross tons that was sunk by explosives laid by German submarine UC-71 (Hans Valentin) when 40 miles W of the Scillies on the 4/4/1917 when on route from Genoa to Barry. Ref wrecksite.eu

PENZANCE PACKET [1/1841] (AD) (TL) – Bell’s Weekly Messenger, Saturday, 2/1/1841:
“Cork, Dec. 29: The Penzance Packet, hence to Penzance, was abandoned in a sinking state 120 miles E.S.E. of Scilly – crew saved by the Ganges, Blyth, arrived at this port.”


PERSEVERANCE [17/1/1815] (DNR) – Lloyd’s List: Tues. 17/1/1815, No. 4939:
“The Perseverance, Sly, from London to Belfast, is got into Scilly, having broke the Pintles of her Rudder, by striking the ground in St. Helen’s Poole.”

PERSEVERANCE / OLINDA [3/10/1873] (Col) - Times: Thursday, 26/3/1874, Issue 27960:
“This was a cause of damage, to recover for the total loss of the schooner Perseverance off Scilly Islands, on the evening of the 3rd October last. The weather was foggy at the time and the screw ship Olinda, from Liverpool for St. Nazaire, was off the port bow of the schooner and with stem and port bow approached and struck the stem and port bow of the schooner. According to the case for the schooner the steamship’s whistle was heard for twenty minutes before the collision, and the schooner’s fog-horn was frequently sounded. The defendants, the owners of the steamship, denied that the fog-horn was sounded, and further contended that the collision was an inevitable accident. Mr. Clarkson and Mr. Pritchard appeared for the owner of the Perseverance, and Mr. Butt and Mr. Bruce for the owners of the Olinda.
The Court was of the opinion that the fog-horn was duly sounded, and that the steamship was going at the rate of about four miles an hour, and therefore at too great a speed. His Lordship found the Olinda alone to blame and decreed accordingly.”

PERSEUS [27/1/1810] (Sal) - Lloyd’s Register of Shipping: Wrecked on Samson, Isles of Scilly while en route from Martinique to London with a cargo of sugar, which was salvaged and sold on nearby St. Mary’s.

Also; Caledonian Mercury, 10/2/1810:
“The Perseus, Leigh, from Martinique to London, was totally lost at Scilly, 27th ult. – About 200 barrels and 80 hogsheads of sugar saved.” Auction details in Royal Cornwall Gazette, Saturday, 1/9/1810.

PERSEUS [18/1/1825] (PTL) – Lloyd’s List: 1/2/1825, No. 5982:
“Plymouth, 28th Jan. – The Perseus, Jackson, bound to New York, put in here this day. She sailed from Liverpool 6th ult.; on the 18th, in lat. 46. long 22. Encountered Gales from SW. & NW. and sprung a leak; and about 3 or 4 leagues from Scilly struck on a Sunken Rock.”


PERUVIAN GUNBOAT [25/5/1903] (TL) – Cornishman, Thursday, 28/5/1903:
“A Peruvian gunboat, which was on its way to Peru from Liverpool, foundered off Scilly on Monday evening. The crew were landed at Plymouth on Tuesday.”

PETER [c.7/1776] (Incident) - Shrewsbury Chronicle, Saturday, 28/9/1776:
“Falmouth, Sept. 23: We have just received an account here, that the brig Peter, Alexander Ferguson, master, who sailed from Tobago for London the 13th July, loaded with rum, sugar, and cotton, and had been smuggling on the coast of Ireland, arrived off St. Mary’s in the Isles of Scilly, where being boarded by the Custom-house officers, the Capt. refused to shew his papers to them, and the next day stabbed himself and expired. One Walsh, who is said to be the mate, absconded with a large sum of money, which they had taken for goods sold. The Customs-house officers took possession of the vessel and carried her to St. Mary’s Pier.”

PETITE ANGELINA [17/2/1863] (AD) - Times: Monday, 23/2/1863, Issue 24489:
“Scilly, February 20 – The Petite Angelina, of Vannea, in ballast, was picked up derelict west of these islands, on the 17th inst., and towed into St. Mary’s Pool. She had apparently been plundered of almost all her materials.” Good detail in IOSM, page 84.

“Petite Leocadie, master Boder, a French schooner carrying coal, put into Scilly on the 5th for repairs, and on completion was making her way from St. Mary’s to New Grimsby without a pilot, when she struck on the Rags Ledge and had to be run ashore.”

PETUNIA [8/5/1917] (TL) (WL1) - 1,749 gross tons, defensively-armed, 8/5/1917, 45 miles W from Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost Master and 2 gunners made prisoners. Ref. naval-history.net
PETWORTH [5/3/1771] (TL) - New Lloyd’s List: Tues. 19/3/1771, No. 207: “The Petworth, Ford, from Arundel to Liverpool, with Wheat, Flour, Malt and Barley, was on the 5th inst. in the Evening, lost on a Rock off St. Martin’s one of the Scilly Islands, Part of the Cargo is saved, but greatly damaged.”

PHEASANT [16/1/1780] (TL) – New Lloyd’s List: Tues. 25/1/1780, No. 1131: “The Pheasant, Rawlinson, from Waterford to Pool, was lost near Scilly; her Cargo will be saved, as also her Materials.”

PHOENIX [11/1/1680] - Calendar of Court Minutes of the East India Company.

“The total value of the ships cargoes (those of the Phoenix, Expectation, and Lancaster accepted) amounted to £369, 190.3. The Phoenix, was cast away on the rocks of Scilly, January 11th 1680, on her return voyage. See: Phoenix from the Simon Bayley Chart. Section 8, Part 2. See also the rear of this book cover.

PHOENIX [22/10/1707] (DNR) – Part of Shovell’s fleet which although went ashore between Samson and Bryher, was repaired and refloated on 16/1/1708. Detail IOSM, page 14 & WoS pages 133-136.

PHOENIX [1745] (Sal) (TL) – The only Phoenix found so far for 1745 is; Stamford Mercury, Thursday, 5/12/1745: “The Phoenix, Stape, bound from Fowey to Carolina, is lost near Fowey, but crew were sav’d.”

IOSM, page 21, reports as follows; “Phoe"nix from South Carolina with rice, was taken by a French Privateer near Scilly and a prize crew put onboard. However, she got amongst the rocks and was conducted by local fishermen into St. Mary’s Road under the guns of the Garrison. The four fishermen and a boy involved, subsequently received £3,000 salvage money from the London merchants. The Phoenix sailed in convoy for the Isle of Wight, but was wrecked on Wolf Rock. With the exception of two Scillonians, her crew were all saved.”

PHOENIX 23/1/1784] (DNR) - New Lloyd’s List: Tues. 10/2/1784, No. 1541: “The Phoenix, Chrystie, from Ramsgate to Philadelphia and Baltimore was by Distress forced to put into Scilly the 23rd ult. where she must unload, being much damaged.”

See also Caledonian Mercury, Saturday, 14/2/1784, page 2. Wrong date in other reports according to Lloyd’s.

PHOSPHOR [c.12/7/1904] (TL) – Shields Daily Gazette, Wednesday, 13/7/1904: “The Lloyd’s agent at the Lizard reported yesterday: The British steamer Birkhall passed here to-day, and signaled that she had the steamer Phosphor of Liverpool, in tow. She had capsized off Scilly and the crew were saved. The Phosphor was bound from Middleborough for Ibrail.”

Later reports say she has since foundered. Reported in IOSM, SI & WoS.

PHYLIS ANNE [29/4/1909] (AD (PTL) – Cornishman, Thursday, 6/5/1909: “Early on Friday morning the crew of the Lowerstoft steam drifter Phyllis Annie, Captain Cooper, were landed at Newlyn by the Yarmouth steam mackerel driver Enterprise, the former craft having foundered in the previous day’s gale. The Phyllis Annie had arrived on the grounds about 35 miles West of the Bishop from Newlyn, and was lying to with a gale from the West and a heavy sea running, the Capt. doubting the wisdom of shooting in the prevailing wild state of the weather. About 8 p.m. whilst lying to she shipped two heavy seas in quick succession, which is believed must have started one of two planks. A flare was then shown, to which the Yarmouth drifter Enterprise responded and then stood by. The crew of the Phyllis Annie, numbering eight, were compelled to take to their punt, saving very few of their effects, and were soon taken on board the Enterprise, the other vessel having sunk in the meantime.

The Phyllis Annie was a wood steamer, practically new, having been built at Lowerstoft only 14 months ago to come West on the mackerel fishery last year. She was one of the best boats last season as regards results, and had a successful year.” Reported in IOSM & SI under the name, Phyllis Anne.

PIERRE L’ABBE [25/5/1912] (PTL) – IOSM page 117: Master Enault, a French schooner, was sighted by Bryher burnt to the water line and drifting, and is assumed to have sunk. Referenced in Royal Cornwall Gazette, 29/5/1912. IOSM has 25/3/1912.

PILHEAD [17/5/1782] (DNR) – Caledonian Mercury, Wednesday, 22/5/1782: “The Pilhead, Arnell, from Plymouth to Bristol, struck on a rock going into Scilly, and received considerable damage.”

PINCHER HMS [24/7/1918] (TL) (WL1) – Pincher HMS was a British Royal Navy Beagle Class Destroyer. She ran aground and was wrecked in bad weather on the Seven Stones near the Isles of Scilly 12/7/1918. Ref. wrecksite.eu

British Vessels Lost at Sea WW1, page 6. Mentioned I SI & WoS page 171-172. Protected War Grave. (See also MAT.)

PIPT [c.2/1763] (TL) – Lloyd’s List: Fri. 4/3/1763, No. 2832: “The Pitt Frigate, M'Tagart, from Jamaica for London, who was lately lost off Scilly, but the Crew saved, should have been inserted in the List of the 22d of Feb.”
“A ship’s boat in charge of an officer put into St. Agnes, Isles of Scilly, during Thursday, and reported that the liner Ping Suey, bound for Liverpool, had broken down sixty miles west of the Bishop Light. The Ping Suey is a vessel of 6458 tons, and belongs to the China Mutual Steam Navigation Company, Limited, London.” Note: Her main shaft was broken and she was towed to Liverpool.

PLATO [29/2/1892] (AD) (TL) – Huddersfield Chronicle, Saturday, 5/3/1893:
“Captain Rendell and 28 officers and crew of the steamer Plato were landed at Falmouth on Wednesday morning, the vessel having foundered near Scilly on Tuesday afternoon. The Plato left Liverpool on Sunday with a general cargo for Rio Janeiro, and on Monday, just before midnight, the main shaft of her engine broke. Water rushed in through the fracture caused in her side, which no amount of pumping could cope with. She was abandoned with 15 feet of water in her hold at mid-day, the crew going on board the steamer Taylor belonging to the same owners. They were afterwards transferred to a pilot cutter, and conveyed to Falmouth. The Plato was an iron screw steamer of 1,675 gross tons. She was built in 1878 by Messrs. A. Ledlie and Co., at Newcastle, and was owned by the Liverpool, Brazil, and River Plate Steam Navigation Company Limited.”


PLAWSWORTH [13/7/1918] (TL) (WL1) - 4,724 gross tons, defensively-armed, 13/7/1918, 105 miles W by N from Bishop Rock, torpedoed without warning and sunk by submarine, 1 life lost.

Ref. naval-history.net

PLEASURE BOAT [20/8/1905] (TL) – Cornishman, Thursday, 24/8/1905:
“During a heavy storm on Sunday night a pleasure boat belonging to Mr. W. Thompson of St. Mary’s, Scilly drove ashore and became a total wreck. This was very unfortunate, occurring just in the busy season. A subscription list has been started, and it is hoped that a sufficient sum will be reached to buy him a new boat.”

PLENTY [3/12/1840] (TL) (RNR) - Times: Saturday, December 12, 1840, Issue 17539:
“Scilly, Dec. 8; The Plenty, (of Exeter), from Newport, struck the Seven Stones on the 2nd inst.; crew supposed to have drowned. She was fallen in with after beating over the rocks and taken in tow by a pilot boat, but sank about a mile from the eastward island.”

Note: The Kilkenny Journal, 26/12/1840 gives the master as Robert Grey, and that the whole of the crew, consisting of the captain, his two brothers, and four more were drowned.

Bristol Mercury, 26/12/1840: Owner Mr. Parker of Topsham. Cargo iron.

The three brothers were of the name Gay from Starcross.

PLUMP [30/12/1888] (TL) – Cornishman, Thursday, 7/1/1885: Local cutter, master J. Jenkins, capsized off Yellow Ledge, whilst on her way to assist at the wreck of the S.S. Sussex.

Crewman William Hicks drowned. See Local Tragedies.

“The Plutus, Goble, from London to Quebec, put into Scilly 16th inst., with her Bowsprit sprung and other damage, having been run foul of.”

PLYMOUTH PACKET [24/1/1823] (DNR) – Lloyd’s List: Fri. 31/1/1823, No. 5773:
“Scilly, 27th Jan. – During a violent gale on the night of 24th, the Plymouth Packet, Petchott, from Bordeaux to Liverpool, drove from her anchors on the rocks at the back of St. Mary’s Pier, but was soon got off & brought into the Pier. She received damage in her bottom, and made water, and it is uncertain at present if she will be able to proceed without discharging.”

Similar report; Bell's Weekly Messenger, 2/2/1823.

PLYMOUTH PACKET [13/6/1851] (TL) – Cheltenham Chronicle, Thursday, 19/6/1851, page 2:
“On Saturday week intelligence was received at Lloyd’s that on Tuesday evening, the 13th inst., the Plymouth Packet, whilst on her voyage from Penzance to Liverpool, struck a sunken rock rounding the Scilly, and almost instantly foundered, every soul on board perishing. Besides her crew of eight men, she had about eighteen emigrants proceeding to Liverpool to go out to America. Their names are not at present known.” (Source Weekly Chronicle) Also; Edinburgh Evening Courant, 17/6/1851:
“Penzance, June 12: The Plymouth Packet [sloop], (William) Hitchins, of and from this place, for Scilly, sprung a leak yesterday, and foundered near Land’s End; crew drowned.”

Reports of the incident, of which there are several, seem to vary quite widely. One has only three crew and it laden with granite? Those quoting the Weekly Chronicle differ significantly.


PLYMPTON [14/8/1909] (TL) - Times: Monday, 16/8/1909, Issue 39039:
Wreck of the Plympton - Detailed Report.

Times: Friday, 8/10/1909, Issue 39085: - Wreck of the Plympton - Board of Trade Enquiry.
Times: 12/10/1909, Issue 39088: - Wreck of the Plympton - Board of Trade Enquiry.

Excellent reports SI & WoS page 15 & 84-85.
Plympton excellent centenary article The Scillonian, No. 270/pages 171-175. (Also 250/78)
POLAMHALL [7/5/1917] (TL) (WL1) - 4,010 gross tons, defensively-armed, 7/5/1917, 80 miles W.S.W. from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

POLEIRE [15/4/1970] (TL) – Internet: The MV Poleire was a Cypriot motor vessel of some 2300 tons. In April 1970 she was on a voyage from Ireland to Gdynia in Poland carrying a cargo of zinc ore when she struck the Little Kettle rock, which lies just north west of Tresco. There was a thick fog when she struck, and although less than a mile from the Round Island light house, her master failed to hear the fog signal. The sea was flat calm so all the crew managed to get off safely. Within a week the Poleire broke in two and sank.


POLYNESIA [10/9/1916] (TL) (WL1) - On 10/9/1916, Polynesia, on a voyage from New York to London with a cargo of drummed paraffin and gas-oil, was sunk by the German Submarine UB-18 (Otto Steinbrinck), northwest of Ushant (Ouessant). There were no casualties.


Built by Richardson, Duck & Co., Stockton at 4046 gross tons. Ref. wrecksite.eu

PORCIA [2/1832] (DNR) - Liverpool Mercury, Friday, 10/2/1832:

“Porcia, Burnett, from Buenos Ayres to Cowes for orders, put into Scilly 31st Jan. She was struck by a sea on the 24th, which started the deck, on the starboard side, several inches from the beams, and she made much water. It will be necessary to discharge part or all of the cargo to repair.” Mentioned in IOSM along with two other vessels which were stranded at the same time. Heela & Head.

PORT CAMPBELL [7/4/1918] (TL) (WL1) - 6,230 gross tons, defensively-armed, 7/4/1918, 115 miles WSW from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

PORT [10/3/1891] (TL) - Times: Friday, 13/3/1891, Issue 33271:

“The Great Storm & Wreck of the Port: A small vessel was ashore last night at Annet, one of the Scilly group, and one of the crew has been drowned. Great damage has been done at Scilly to the narcissus crop, which is an important source of revenue on these islands. A later report: A telegram from Scilly states: - “The ketch Port, from Swansea to Penzance, drove ashore on Annet Island, March 10, and has become a total wreck. The captain and a boy were saved, but the mate was drowned”.

Note: The master and his son were rescued by the St. Agnes lifeboat the James & Caroline. The dead crew man was the mate, Charles Boxer and the Captain John Billing.

Cornishman, Thursday, 23/4/1891:

“A body picked up on Annet was identified from tattoo marks on the arm as Charles Boxer.” Excellent reports in SI & WoS page 88.

PORTHCRESSA of Scilly [10/10/1863] (DNR) – London Evening Standard, Wednesday, 14/10/1863:

“The Porthcressa, from Southampton, which ran on the rocks here on the 10th of October, has been got off.” See also IOSM page 84.

PORTIA [2/1832] (DNR) – Dublin Evening Packet and Correspondent, 16/2/1832:

“The Portia, Burnett, from Buenos Ayres, commenced discharging on 2nd inst.; about one-third of the cargo was very damaged, and the vessel in a very bad state.”


POWNALL [16/10/1759] - (TL) – Caledonian Mercury, Monday, 19/11/1759:

“The Snow, Pownall, James Caloe, Master, from Boston in New England, bound to London, laden with Whale oil, sugar, tar, turpentine, and staves, was lost the 16th of last month on Crebbaweden [sic], one of the Scilly islands; but some part of her cargo, and the people, eight in number were saved.”

PRETTY PEGGY [12/3/1759] (PTL) – Reported in IOSM, page 26:

“Master Nashall, Ancona to London, lost.”

Reference Sherborne Mercury, 12/3/1759.

PRICE [1/1805] (DNR) – Lloyd’s List: Tues. 8/1/1805, No. 4181:

“The Price, Phillips, from Padstow to Plymouth, is put into Scilly leaky, and discharging.”

Probable spelling error by Lloyd’s, see Prince.


“Prima, a schooner from Liverpool to London with salt was wrecked.”

No other reference found.

PRIMA DONNA [3/1891] (M) (PTL) - Times: Friday, 20/3/1891, Issue 33277:

“All hope is now abandoned of the safety of the Penzance schooner Prima Donna, which was caught in a gale off Land’s End on Tuesday week. Part of a boat with the captain’s name has been picked up at Scilly. There are three widows and 20 fatherless children by this calamity. A portion of the bottom of the vessel was washed ashore yesterday morning on the westernmost of the Scilly Islands.”
PRIMOS [24/6/1871] (TL) – Liverpool Daily Post, Tuesday, 27/6/1871:
“The Primros, of Bilboa, from Havana for the Clyde, (sugar laden) has foundered at Seven Stones, near Penzance. Another report states: - The Primros has foundered near Seven Stones, between Land’s End and Scilly. Only one man saved. The vessel’s topmasts are above water. Some sails and stores may be saved.”


The figurehead is in the Valhalla Collection.

PRIMROSE [1656] (TL) - Calendar of State Papers Domestic Series 1655-1656. Taken from numerous entries. (Also see: Letters and papers relating to the Navy Vol. 135.)

Whilst at Kinsale, Captain Sherwin, heard news that two Dunkirk men of war were seen off Cape Clear and so, along with another ship the Mayflower, he set sail in the Primrose in search of them. However, during a rough crossing from Kinsale to Cornwall the Primrose “spent her main top mast.”

During calmer weather (Somewhere near the Seven Stones reef) Captain Sherwin went aboard the Mayflower in order to procure another mast. Whilst he was away the Primrose sailed among the Seven Stones; and unaware of the danger she struck one of them. From the deck of the Mayflower, they watched as the Primrose then came off but quickly foundered in 60 fathoms of water. 16 men, two women and a child were drowned. All the survivors were picked up by the Mayflower and carried to Scilly. “The Examinations of William Trevill, Merchant of Plymouth, passenger in the Primrose when she foundered on some sunken rocks near the Stones off Scilly, that several men were drowned and that he and the rest were rescued by Captain Bowen of the Mayflower and landed at Scilly. Cannot account for the accident as it was a smooth sea at the time, but Captain John Sherwin of the Primrose had gone on board Captain Bowen to consult as to providing him with a mast.”

Also; 16/4/1656: “Examined the Captain and officers of the Primrose, cast away near the Seven Stones between the Land’s End and Scilly, and found them unanimous in one relation, but for better satisfaction desired the Committee of the Trinity House also to examine the premise and report; think there was no neglect either in the officers or Company. The place where she miscarried being a rock not visible nor described on any plot they can find. With report of the Trinity House Committee 5th April, alluded to, and examinations of John Sherwin, Captain, and the officers of the Primrose, 13th March and 5th April. (Primrose was a fifth Rate Man of War of 20 guns.)”

PRIMROSE [18/5/1917] (TL) (WL1) – Primrose, trawler, 62 gross tons, 18/5/1917, 22 miles W by S ½ S from Bishop Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

PRINCE [1/1805] (DNR) – Caledonian Mercury, Monday, 14/1/1805:
“The Prince, Phillips, from Padstow to Plymouth, and the Friends, Peace, from Bristol to Exeter, are put into Scilly leaky, and must unload.”

PRINCE of Scilly [31/7/1855] (TL) – Royal Cornwall Gazette, Friday, 28/12/1855:
“Ship Marathon, of Newcastle, Lat. 39 deg. South, long. 27 deg. 30 min. east.
MESSRS. Banfield and Sons,

Gentlemen, it is with pain that I have to inform you of the total loss of the Prince. We passed the Lizard on the 12th of June. All things went favourably until the morning of the 31st of July, - being then in lat. 34 degs. south, and long. 4 degs. West, about 1050 miles from Cape of Good Hope, when fire was seen with smoke through the after-hatchway. We used every endeavour to put it out with water, but all in vain, and in about an hour after the ship was all in flames, from the after-hatchway to the mainmast. We had then to get the pinnace and gig, and endeavour to get on board a ship, which hove in sight during the time we were trying to get the fire under. The mainmast fell before we left her, but I am thankful to Almighty God to be able to say we succeeded in getting both crew and passengers on board the Marathon, of Newcastle, from Liverpool for Adelaide. Every attention to our comfort is attended to. Part of my crew are going on board an American ship bound to Calcutta. I will send you all particulars from Australia. My wife and myself are as comfortable as can be expected under such a severe stroke. The origin of the fire is totally unknown. It appeared to originate in the after hold, near the mainmast. The boat is going, and I conclude. Remaining; Your obedient servant, James Thomas.

P.S. Ourselves, crew, and passengers have lost everything, only escaping barely with our lives.”

PRINCE EUGENE [6/1904] [PTL] – Shields Daily Gazette, Tuesday, 21/6/1904:
“A Lloyd’s telegram says that the steamer Urania, which passed Scilly on Sunday, reported having saved the captain and part of the crew of nine of the Norwegian barque Prince Eugene, Tonsberg for Matane.”

PRINCE REGENT [1/1822] (FFU) – Morning Post, Monday, 14/1/1822:
“The Prince Regent packet, from Penzance to Scilly, was struck by a sea on the 4th, which carried away two men off the deck, bulwarks, stanchions, boat &c.”

PRINCE OF ORANGE [24/12/1782] (TL) – Saunders’s News-Letter, Monday, 13/1/1783:
“A letter from St. Mary’s, in Scilly brings advice that the Prince of Orange, a large Dutch ship laden with bale goods, ran on the rocks in the night of the 24th ult. and was entirely lost; the crew got upon the rock, and in the morning were taken off by a French privateer.”
PRINCES MARIA [2/1686] (TL) See; 'The tale of the theft of 14000 silver coins from the wreck of the Princess Maria lost in 1686'. Covered in Historical Research, Section 8, Part 2.


PROSPEROUS [c.11/12/1757] – Sherborne Mercury, Tuesday, 9/1/1758:

"On the 11th ult. a sloop was found floating on the Tide about four Leagues from the Island of St. Mary’s, one of the Scilly Islands, and with great difficulty brought into the Pier. By what information can be procured, she appears to be the Prosperous, John Cheynes, master, and the property of Mr. John Farrell & Co., at Rotherhithe, but no living Creature was found on board her."

PROSPEROUS SUSAN [29/3/1649] (TL) - High court of the Admiralty with Ref to Colonial America. Examinations and Equity cases. Roger Lawrence V Giles Webb. 20 to 21 April 1649. “Nathaniel Cooke of Ipswich, Suffork, Mariner aged 38 deposes for Jonathan Gibbs. He was Master of the Prosperous Susan, which left London on 12 August 1648 and arrived in Charles River, Virginia, at the end of October. On her return voyage she was driven by adverse winds on to the rocks at Scilly on 29th March 1649 and was utterly lost. John Jucie of Wapping, Middlesex mariner aged 26, was Masters Mane."

PROSPEROUS [27/3/1836] (TL) – Recorded in IOSM, page 64: “A 29-ton cutter of Tresco, registered at Scilly and built there in 1830, drove from her moorings at Tresco and went to pieces.”

Reference in SI, quoted as West Briton 8/4/1836.

PROVIDENCE of Scilly [c.11/1/1735] (LV) (TL) - Ipswich Journal Saturday 11/1/1735, page 3:

“The Providence of Scilly is entirely lost between this Bristol and Newport; the Master Francis Bevan (or Baven), with five of his hands, and all the passengers, (How many we cannot learn) were drowned.”

PROVIDENCE [29/8/1755] (TL) - Lloyd’s List: Fri. 29/8/1755, No. 2049:

“The Providence, Brown, of Milford, from Madeira for London, is lost at Scilly, the Crew saved.”

PROVIDENCE Incident [12/1803] (TL) – Hampshire Chronicle, Monday, 5/12/1803:

“The Providence revenue cutter arrived at Penzance from Scilly, states the unfortunate intelligence, that seven of her men were drowned in attempting to board a large Batavian ship, which appeared in distress off that island; the same ship was afterwards captured by a small privateer belonging to Polperro, and carried into St. Ives, with the loss of her rudder; the cargo it is said cost 90,000l.

PROVIDENCE [12/1807] (DNR) – Lloyd’s List: Tues. 22/12/1807, No. 4213:

“The Providence, Davis, from Plymouth to Swansea, is put into Scilly in distress.”

PROVIDENCE [1/1813] (DNR) – Caledonian Mercury, Saturday, 16/1/1813:

“The Providence, Brown from Bonavista to London, lately arrived at Scilly, is discharging her cargo being very leaky.”

Second incident. Caledonian Mercury, Thursday 11/3/1813:

“The Providence, Brown, and the Gratitude, Row, run on shore on the beach near St. Mary’s pier, Scilly, 18th ult.; the former lost her mainmast, topmast, and boom; the latter received but trifling damage. It is expected that both vessels will be got off.”

PROVIDENCE [13/2/1833] (Sal) - Times: Tuesday, 26/2/1833, Issue 15098:

“Providence, East Indiaman, Captain Campbell, scuttled then salvaged from Crow Bar. Later Issue 15162:

“Scilly May 7. – The Providence, bound for Bombay, was floated off the bar yesterday, and during the night sunk in 5 fathoms water.”

Public Ledger and Daily Advertiser, Thursday, 18/4/1833.

“Sales by candle, The Hull and Materials of the Ship Providence of London.”

PROVIDENCE [2/1838] (AD) (DNR) – Bell’s Weekly Messenger, Sunday, 25/2/1838:

“The Providence, of Beaumaris, has been brought in, with loss of Mainmast, &c. having been fallen in with, abandoned by the crew.”

PROVIDENCE [29/12/1840] (DNR) - CSIOS, page 72: Master, Hope. A Dartmouth schooner which hit the Bartholomew Ledges. Had to be run ashore on St. Agnes. No reference found as yet.
PROVIDENCE [3/7/1854] (PTL) - Times: Thursday, 6/7/1854, Issue 21786:
“Scilly, July 3. – The Providence, (Chasse Marree), of Kinnoul, from Bassaïn, for Cardiff in ballast, went ashore on the south part of St. Mary’s in a fog this morning. It is blowing hard from the south, and it is doubtful whether she will be got off. Crew landed.”
Lloyd’s List: 5/7/1854, No. 12,566.
Reasonable detail in IOSM.

PROVIDENCIA: [2/10/1821] (PTL) - Caledonian Mercury Issue 15618, 13/10/1821. & The Morning Post 15779, 11/10/1821:
“Spain; The brig was wrecked at St. Agnes, Isles of Scilly, United Kingdom. Her crew were rescued. She was on a voyage from St. Andero to Bristol, Gloucestershire, United Kingdom.”
Lloyd’s List: Fri. 12/10/1821, No. 5635:
“The Providencia, Tellerem, from St. Andero to Bristol, was wrecked at St. Agnes, Scilly, 2d ult. Crew saved, and also Cargo in a damaged state.”
Morning Post, 11/10/1821, master named as Pellerin?
Bristol Mercury, 13/10/1821 has, “master, Thomas de Telleria, from Santander to Bristol, was totally wrecked on Tuesday evening, the 2d inst., on Rocks called Hellsower, four miles from Scilly, cargo saved, and brought into St. Mary’s, crew and a passenger saved.”
Bristol Mercury, Saturday, 10/11/1821: Auction of 193 Bags of Spanish Wool.

PROVIDENTIA DIVINA [13/8/1782] (TL) – New Lloyd’s List: Fri. 30/8/1782, No. 1392:
“The Providentia Divina, Bonthram, from Marseilles to Ostend, was wrecked the 13th Current on the Island of Scilly; two of the Men were lost, the rest saved after swimming and being on the Rocks 12 Hours.” Detail in SI & WoS page 58.

PRUDENCE & FAVOURITE 30/8/1814 (TL) – Bristol Mirror, Saturday, 10/9/1814: A letter from Scilly, dated August 30, ten o’clock, p.m. A very lengthy and informative letter, detailing the destruction of these vessels by the American brig Hunter.
Lots of information about the concerns of the merchants at this time during the war.

PRUDENT [1785] (PTL) - Times: Wednesday, 5/1/1785, Issue 4:
“Advice is received that the ship Prudent is on shore on the rocks of Scilly, and is feared will be lost; the crew got on shore in their boat.”

PUNJAUB [14/9/1860] (TL) – Leeds Intelligencer, Saturday, 22/9/1860:
“On Friday, the barque Punjaub, of Sunderland, Thomas Dale, master, with a cargo of hides and wool from Algoa Bay, and bound to Amsterdam, and also having on board as passenger a French missionary (the Rev. Mr. A. Arbousset), his wife and six children, struck on the Seven Stones, between the Scilly Island and the Lizard, three times. The captain immediately ordered the men to the pumps, but finding that the vessel was rapidly filling, they got out the jolly boat, and four seamen, and three passengers, having got into her, she broke adrift with considerable difficulty. The long boat was then got out; and, after much difficulty, four children were got into her, but the wife of Rev. T. Arbousset could not be taken from the rigging; she held on by the ropes, and appeared as if she could not let go her hold. Seeing the vessel was sinking fast, the captain and remainder of the crew went into the boat, and still tried to extricate Mrs. Arbousset from her perilous position, but could not succeed. Some of the wearing apparel was even torn from her in endeavouring to get her off, but of no avail, and shortly afterwards the vessel sank, Mrs. Arbousset going down with it in sight and amidst the screams of her husband and children. The two boats were afterwards picked up. Mr. Arbousset has been laboring in Southern Africa since 1832, on behalf of the Paris Evangelical Missionary Society, and was returning home with his family. He had no time to save anything; wearing apparel, money, books documents, &c., amongst which is a manuscript journal of his own, highly valued by him, are all gone. Mrs. Arbousset was an English lady, about forty-eight years of age.”
There is additional and some variations to the report above in the Royal Cornwall Gazette, 21/9/1860: While attempting to take Mrs. Arbousset (different spelling) it appears here that she fell between the ship and the ship’s boat; “It was not until 11 o’clock that the unfortunates were rescued by the Joshua and Mary of London, from the West Indies for Antwerp, and at 7 p.m. they were landed at Falmouth by Mr. Ball’s outfitting cutter. The crew were received into the Royal Cornwall Sailor’s Home. Some ladies administered to the wants of the Rev. Mr. Arbousset and his daughters. Capt. Dale was on deck at the time of the accident. The vessel went down about two miles from the Seven Stones Light-ship. The party in the long-boat at first were in great peril owing to it not having been discovered that the plug was out; by which a child nearly perished in the water she contained. Capt. Dale has saved nothing from his vessel but the boats and chronometer; the crew, as well as the passengers, have saved nothing but the clothing they had on.” (The children’s ages are reported as between 5 and 21.) Note from IOSM, “The body of Mrs. Arbousset was found ashore at St. Columb Porth, on the mainland, on 7th October, identified by her rings and clothing.” No information on burial found as yet.
PUNTA [22/7/1955] (TL) – Aberdeen Evening Express, Friday, 22/7/1955:
“The crew of the 2197 ton Panamanian vessel *Punta* which went aground on the reef near the Seven Stones Lightship off the Cornish coast early to-day have been taken off, it is reported by coastguards. Some were in a ship’s lifeboat and the remainder in St. Mary’s (Isles of Scilly) lifeboat. Helicopters were standing by at Culdrose and St. Mawgan but St. Mary’s lifeboat skipper sent a message that he would not need their help and that the situation was in hand. The British ship *Beaverlake* (9624 tons) is at the scene and another British steamer, *J. Duncan* (1832 tons) was reported to be steaming there.”
Good reports in SI & WoS page 172.
‘Q’ Entries

QUATRE FRERES ET MARIE [14/12/1868] (TL) – Reported in IOSM, page 90:
“A coal laden brigantine of Nantes, master Pouvreau, drove ashore on Tresco in a gale and became a total wreck. Crew saved.”

Western Daily Press, Thursday, 12/11/1868 has *Quatre Freres et Marie*, St. Nazaire to Bristol. This spelling is probably correct.
Lloyd’s List: 18/12/1868, No. 17,061.

“A 24-ton pilot cutter of St. Martin’s is said to have gone ashore on Par Beach, St. Martin’s and become a total loss.”

Note: Some timber and ballast (a small cannon) still marks the spot for this wreck, and can occasionally be seen, when the sand has shifted, approximately half-way along the beach.
Excellent photograph in the Gibson Collection.

QUEEN CHARLOTTE [27/1/1815] (TL) - Lloyd’s List: Tues. 17/2/1815, No. 4945.
“Scilly, January 21. - On the night of the 27th ult., the brig *Queen Charlotte*, from Greenock for Yarmouth, with general cargo, was lost on a rock called ‘Scilly’, from which those islands take their name; three passengers and three seamen were drowned, the remaining part of her crew (three in number) remained on the rock from Friday night to Sunday morning, and were taken off with great danger, as the sea ran very high.”

Exeter Flying Post Thursday 16/2/1815.

“On the night of Friday the 27th ult. The brig, *Queen Charlotte*, William Reysid, Master, bound from Greenock to Kingston, Jamaica, with a general cargo, for the West India market, was driven on the rocks near the Scilly Islands, and almost immediately went to pieces. The master and eleven seamen, who composed the crew, with three out of six passengers, got upon one of the rocks which was elevated above the rest; the other three passengers were unfortunately drowned. In this dreadful situation, without food, and exposed to the inclemency of the weather; these fifteen persons remained from the time of the accident on Friday night, until Sunday; during which time there was no possibility of approaching them from the shore. On Sunday morning, several boats put off for the purpose of relieving the sufferers from their perilous situation, but the sea running mountains high, the attempt was attended with the utmost hazard. The first boat that approached the rock, was that belonging to Mr. Tregarthen, owner of the Scilly Packet; the boat was immediately upset and of six persons who were on board, four were saved by the other boats, one was picked up dead, and the other has not yet been found. (James Tregarthen) The poor fellow, who was taken up dead, was but a few months returned from France, where he had been a prisoner for eleven years; he has left a wife and seven children. The other man who perished was named Charles Jackson, of Penryn; he was but a short time married. The benumbed and almost despairing individuals on the rock, who were spectators of this shocking scene, were at last got off by the other boats, the men on board of which displayed the most undaunted perseverance in their endeavors to rescue these strangers from their fearful situation. A considerable part of the cargo belonging to the *Queen Charlotte* floated on shore on the island of Bryher, which, according to custom, was seized by the inhabitants as lawful spoil; much, however, has been recovered by searching their homes.”

Note: Possible evidence for this wreck, a copper coin dated 1806; a porter bottle and a plate, all fitting the correct period, have been found by the authors. However, the search for more structural evidence of this wreck continues. It is possible that this earlier wreck lies beneath the *Isabo*, (wrecked 1927) the steel plates, etc., of which are now well spread across the North side of the Scilly Rock; from Westward Ledge to beyond Eastward Ledge.

Also; Caledonian Mercury Issue 14537, 13/2/1815
Lloyd’s List: Fri. 3/2/1815, No. 4944.
Lloyd’s List: Tues. 7/2/1815, No. 4945.

QUEEN ESTHER [19/11/1870] (AD) (PTL) – Western Times, Monday, 21/11/1870:
“Kingsbridge: On Saturday last the schooner, *Queen Esther*, was abandoned 200 miles west of Scilly in a sinking condition. All hands are saved, the captain and crew having been picked up on Tuesday and taken into Havre by the *Tranquille*, from Lagos. The *Queen Esther* was on her way home from Tarragona with a cargo of wine and fruit, bound to Bristol.”
QUEEN MAB [10/1903] (DNR) – Cornishman, Thursday, 8/10/1903:
“The Queen Mab, which struck the Spanish Ledges while running into St. Mary’s Sound a fortnight ago, is to be towed to Havre. A large steam pump has been put on board the barque by the salvage steamer Etna, a pump that is supposed to lift 1,400 tons of water in an hour. It is a patent centrifugal pump, with 12-inch suction and delivery pipes, and the whole outfit weighs about seven tons. Pumping has been tried, with the result that the water on the rising tide can be kept well under. If a trial, with the ship well clear of the bottom, proves as satisfactory, she will probably leave Scilly on Wednesday next, towed by one of the Falmouth tugs.”
Good report in IOSM page 111 & 112.

QUEEN OF THE BAY [17/5/1881] (DNR) - Times: Wednesday, 18/5/1881, Issue 30197:
“A Narrow Escape – Early yesterday morning the steam ship Queen of the Bay, bound from Penzance to Scilly, broke her shaft during strong weather off the Rundle Stone. Sails were hoisted with all speed; the crew being assisted by 28 fishermen who were on board. This was done only in time to prevent disaster, for the head of the steamer was got round so close to the Rundle Stone that the buoy marking its proximity was touched. The vessel then returned to Penzance.”
Note: This vessel was an early Islands packet, belonging to the Isles of Scilly Navigation Company.

QUICKSILVER [30/5/1804] (TL) – Lloyd’s List: Tues. 5/6/1804, No. 4459:
“The Quicksilver, Rolestone, of Dartmouth, with Salt, bound to Newfoundland, was lost at Scilly 30th ult.”
Royal Cornwall Gazette, 9/6/1804.
RACHEL HARVEY [Trawler] [1/10/1998] (TL) - Penninis Head
The Lifeboat was called out and they plucked the crew from the water and life raft. One man had died. The initial attempt to raise this wreck, from 34 metres down, failed. The unfortunate vessel then, having been surrounded with lifting bags by divers, broke the surface only to immediately sink once more. Rachel Harvey was, however, successfully raised on the second attempt by the local salvors. Alongside St. Mary’s Quay the holed vessel was inspected by the insurers, then temporarily patched up and towed away. One of her name boards is currently fixed to a wall inside the Mermaid Public House. Scillonian Magazine. 250/3 & 253/40.


RAGLAN / VAGLIANO [12/12/1882] (Col) (TL) – Western Daily Press, Wednesday, 13/12/1882:
“A Cardiff telegram reports that yesterday morning the steamer Raglan, belonging to Messrs. John Cory and Sons, of Cardiff, was run into off Scilly Island by the Greek steamer Vagliano, bound for Constantinople, with coal. Three minutes afterwards the Raglan sank, her boilers exploding and tearing up the decks. The crew were taken on board the Greek vessel, which put into Cardiff, seriously damaged.”

The Cardiff Admiralty Case, owners of Raglan versus owners of P. H. Vagliano can be found in Western Mail, Wednesday, 7/2/1883, page 3.

RANGER [7/1749] (TL) - Lloyd’s List: Tuesday, 4/7/1749, No. 1419:
“The Ranger, Hooper, from Maryland for London, foundered 200 Leagues to the Westward of Scilly. The Captain and Crew were taken up by a French Vessel, and carried into Havre de Grace.”

RANGER [12/7/1796] Listed as wrecked near Scilly in WoS, no further information found.

RANGER of Scilly [19/2/1788] (TL) – Cumberland Packet, Wednesday, 6/2/1788, page 2:
“Scilly, Jan. 19. – In the late gale of wind, the cutter Ranger, of Scilly, from Guernsey, foundered near the Islands, and all the crew, consisting of six persons, lost. Note: Two other vessels are supposed to have foundered near the Islands at the same time and from on board another cutter, belonging to the Islands, two men were washed over: one was taken up, the other never seen after.”

RANGER of Scilly [6/1838] (LV) – The Evening Chronicle, Friday, 29/6/1838:
“Newport, June 28: The Ranger, Manson, of Scilly, fell over to-day, broke her keel, sternpost, and rudder, and filled.”


RANNEYS [10/3/1874] (TL) – Times: Tuesday, 28/4/1874, Issue 27988:
“Board of Trade Inquiry – An inquiry instigated by the Board of Trade at Penzance, concerning the loss of the Ranneys, which struck on the Spanish Ledges, Scilly Islands, on the 10th of March, has resulted in the suspension of the certificate of the master, Moses Tyrer, for two years, it has been proved to the satisfaction of the Court that the accident was caused through the master’s intoxication.”

RAPID [27/11/1860] (TL) – London Evening Standard, Tuesday, 4/12/1860:
“Milford, Dec. 2: The Frederick Wilhelm, Porsground to Hayle, has put in here today. She was driven off the land and reports that on the 27th November she picked up the master and seven of the crew of the Rapid brigantine, of Falmouth, 156 tons, from the Clyde to Dieppe, which foundered 30 miles N.W. of Scilly.” A little detail in IOSM.

RAPPHAANNOCK [26/10/1916] (TL) (WL1) - 3,871 gross tons, 26/10/1916, 70 miles from Scilly Isles, captured by submarine, method of sinking unknown, 37 lives lost including the Master. Ref. naval-history.net


RAVEN [6/1/1804] (MR) – Salisbury and Winchester Gazette, Monday, 2/4/1804:
“The Raven brig of war was wrecked on the 6th of January, on the south-west coast of Scilly; the crew were saved by an English merchant ship, and landed at Palermo.” This report is misleading. Fortunately, a little later, there is a second report in the Exeter Flying Post, Thursday, 5/5/1804:
“Letters received here from Gibraltar from one of our cruisers, state, that the Raven, of 18, was lost in a gale of wind on a reef of rocks off the coast of Sicily, about six weeks since. Officers and crew all saved by the boats of the Kent, of 74, on board of which ship they now are. The Raven was one of the fortunate sloops of war in the last war, and made captures to the amount of 150,000L.”

REBECCA [14/12/1846] (AD) (FFU) – Lloyd’s Weekly Newspaper, Sunday, 27/12/1846:
“The Rebecca was fallen in with, abandoned. &c., December 14th, off Scilly, by the Burman, Batten, at Liverpool.”

REBECCA [6/1867] (TL) – Maidstone Journal and Kentish Advertiser, Saturday, 29/6/1867:
“A telegram has been received in South Shields stating that the barque Rebecca, of that port, had taken fire 160 miles’ miles west of Scilly, and had been burnt to the water’s edge. The captain and crew were saved.”
RECOVERY [2/6/1795] (PTL) – Lloyd’s List: Tues. 2/6/1795, No. 2721:
“The brig, Recovery, of Bristol, Bowen, from Savanna to Falmouth, ran on the rocks near St. Mary’s, Scilly, and is full of water.”

RECOVERY [5/1836] (PTL) (RNR) – Caledonian Mercury, Monday, 2/5/1836:
“Scilly, April 26: A few days ago a piece of a stern plank, about ten feet long with ‘Recovery’ in yellow letters, was picked up, apparently a short time in the water.”

REDMAN [27/2/1823] (DNR) – Lloyd’s List: Fri. 14/3/1823, No. 5785:
“Scilly, 11th March, The Redman, Wichenden, from St. Kitt’s to London, was brought into St. Mary’s Road yesterday, by three Pilot Boats, having lost her rudder 27th ult. in lat. 49. And as soon as the tides permit she will come into the Pier to be examined.”

REGENCY [9/1968] (TL) – Reported in IOSM, page 133:
“Regency, master William Sutton, a converted American mine-sweeper of 150 tons, described as a survey/salvage vessel, chartered by a London syndicate to support divers on the wreck of the Association, foundered off the Wolf Rock whilst returning to Penzance. Crew of nine saved themselves in inflatables.”

REGEN [6/1817] (PTL) – Royal Cornwall Gazette, Saturday, 21/6/1817:
“On Friday last, the brig Regent, of London, bound to Newfoundland, was seen in a dismantled state off Scilly, and was boarded by the pilot boat No. 2, William Tregarthen, master, who offered to take the brig to St. Mary’s, and would have carried her there by 8 o’clock the same evening, but the Captain would not consent. After the boat returned, a gale came on, and the pilot thinks the vessel could not double the Land’s End, in which case the most serious fears may be entertained for her safety.”

REGINALD [5/7/1902] (Sal) (FFU) – Dundee Evening Post, Monday, 7/7/1902:
“The steam trawler Reginald of Plymouth went ashore on Saturday during a dense fog on Newfoundland Point, St. Mary’s, Scilly. At eleven o’clock she was lying in a dangerous position.”
Also Cornishman, 10/7/1902, adding that she was towed off to Plymouth.

The crew got off in their own boat with all their effects. Photographs by Gibson.

REGULUS [22/1/1831] (Sal) - Royal Cornwall Gazette, 29/1/1831 has the Regulus, Smith striking the Seven Stones on the 22nd, January. This vessel was taken to Penzance by two Coverack pilots.

RELIANCE [12/9/1817] (DNR) – Lloyd’s List: Tues. 23/9/1817, No. 5214:
“The Reliance, Croker, from London, which put into Scilly 12th inst. in consequence of having sprung a leak, which having been stopped, she proceeded on the 15th on her voyage to Newfoundland.”

RENFREW 3/7/1915] (TL) (WL1) - 3,488 gross tons, 3/7/1915, 85 miles SW by S from Wolf Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

RENOVATION [25/5/1810] (TL) – Lloyd’s List: Fri. 25/5/1810, No. 4461:
“The Renovation, Davidson, from Cardiff to London, is totally lost on the Seven Stones. The Carpenter and one Seaman saved.”

RENOVATION [10/7/1815] (TL) – Royal Cornwall Gazette, 10/7/1815 has the Renovation, Smith striking the Seven Stones, stated to be 85 miles SW by S from Wolf Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net

RENOY [15/6/1852] (DNR) – Lloyd’s List: Tues. 23/6/1852, No. 6128:
“Scilly, 16th March: The Renown, Bon Pere, from Bahia to Hamburgh, put in here a few days ago short of provisions, and yesterday the cargo was found to be much heated, or in fact on fire, that she was run on shore and scuttled, when the fire was extinguished. About 126 bales of tobacco and 10 of cotton have been landed in good condition, but the remainder of the cargo is supposed to be damaged.”
Lloyd’s List: 19/4/1852, No. 11,878. Similar detail in SI.

RESCUE [1/1837] (LV) (TL) – Bradford Observer, Friday, 28/1/1837:
“The brig Rescuer of Scilly, whilst on a voyage to Cardiff, was run down on Wednesday, off Morte Bay, by the French brigantine Bon Pere, and she sank almost immediately, taking with her one of the crew, who was drowned. The remainder of the crew got on board the brigantine.”

RESTORMEL [19/8/1915] (TL) – Dundee Courier, Saturday, 21/8/1915:
“The Cardiff steamer Restormel, 3000 tons has been sunk. The crew of 19 were saved. The Restormel was built at Greenock Dockyard Company in 1901, and the owners are the New Restormel Steamship Company, Limited.”

Restormel, Merchant vessel, 2,118 gross tons, 19/8/1915, 28 miles N.N.W. from Bishop Rock, captured by submarine, sunk by torpedo. Ref. naval-history.net
British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 56.
British Vessels Lost at Sea WW1, page 9.
Lloyd’s Confidential War Loss Record WW1, page 23.
Excellent report in SI.

REVAL [22/3/1825] (DNR) – Lloyd’s List: Tues. 29/3/1825, No. 5998:
“Scilly, 22d March: The Reval, Allen, from North America to Newcastle, arrived this day; got aground in coming in, but is not supposed to have received any damage.”

REVENGE [30/11/1674] (TL) - Calendar of State Papers Domestic series Charles II Vol. 16.
“The Revenge of London, outward bound, was cast away between the Land’s End and Scilly and of 17 men all were drowned save two.”
REVENCE [4/1904] (Incident) (DNR) - Times: Friday, 22/4/1904, Issue 37375:
“The damage to the Revenge, battleship, flagship of the Home Fleet, caused by her striking A Rock!! Off the Scilly Islands has proved on examination to be of a comparatively slight nature. The injury was confined to a small hole in the bottom of the ship which only let the water into one compartment of the double bottom. The 13.5 guns of this battleship are being fitted with new sights.”

REWARD [5/11/1810] (TL) – Morning Advertiser, Thursday, 15/11/1810:
“The Reward, of Exeter, Hammond, from Limerick, with a cargo of oats and butter, bound to London, struck a rock* between the Land’s End and Scilly, about 8 o’clock on the evening of the 5th inst. and soon upset and sank; the crew were all saved in the boat, and arrived at Penzance.”

*Probably one of the Seven Stones.


RHYMNEY [4/12/1882] (DNR) – York Herald, Saturday, 16/12/1882:
“Rhmney, steamer, Cardiff to St. Nazaire, which was beached off Scilly on the 5th inst., was floated on Thursday night, and was run on the beach near St. Mary’s pier in a good position.”

London Evening Standard, Wednesday, 10/1/1883:
“A Board of Trade Inquiry was concluded at Cardiff yesterday concerning the stranding of the steam ship Rhymney, of Cardiff, at Scilly, on the 4th December last. The court found that the vessel was not navigated with proper care, and suspended the certificate of the master, Captain Prout, for four months.”

RICHARD [13/1/1814] (AU) – Lloyd’s List: Fri. 28/1/1814, No. 4841:
“The Richard, Lloyd, from Cheshpoy to Plymouth, was driven on shore at Scilly 13th ult. but will be got off without damage. – The Mary, Broom, from Oporto to Liverpool, which was driven on shore at the same time, has been got off and carried into St. Mary’s Pier; and the Montague Packet will be got off.”

Also Caledonian Mercury, 7/2/1814.

“A 30ft sailing ketch, burst into flames whilst at anchor in New Grimsby Harbour. She was towed ashore and beached, but burnt out completely, with the death of one of her crew.” Lloyd’s List: 26/5/1973.

RICHARD WARBRICK [30/1/1882] (PTL) – The IOSM, SI and WoS have the Richard Warbrick foundering on the Seven Stones, four crew having save themselves in their own boat. Several newspapers e.g. Yorkshire Post and Leeds Intelligencer, Tuesday, 28/3/1882 have: “She left the Mersey as far back as the 4th August last year” she was effectively missing seven months. It was reported 3/1882 that the crew turned up in Kingston Jamaica where they were landed by the Austrian barque Karlentz. It appears that the vessel did founder sometime after leaving Liverpool and they did leave the vessel in their boat? Possible they struck the Seven Stones and it is the date that’s wrong.

RICHILIEU [c.2/1911] (AD) (PTL) – Staffordshire Sentinel, Thursday, 23/2/1911:
“The lost French derelict ironclad Richilieu which has been drifting about for some weeks is ashore off Scilly.” Greater detail in Portsmouth Evening News, Friday, 24/2/1911, page 8.

Good report in IOSM page 116.

RICHMOND [1/7/1915] (TL) (WL1) - 3,214 gross tons, 1/7/1915, about 54 miles SW by S from Wolf Rock, captured by submarine, sunk by gunfire. Ref. naval-history.net. (See also MAT.)

RIJNDLIK [7/4/1916] (DNR) - Times: Saturday, 8/4/1916, Issue 41136:
“The Dutch steamer Rijndijk is reported to have been damaged off Scilly Islands. The Rijndijk is a vessel of 3,557 tons and belongs to Van Hattum’s Steamship Company, the owners of the Erndijk.”

Times: Monday, 3/7/1916, Issue 41209: “According to a telegram from Rotterdam the Shipping Council has found that the steamer Rijndijk which was reported mined or torpedoed on April 7, 20 miles off the Bishop Lighthouse and was later beached in St. Mary’s Bay, Scilly Islands, was in fact, torpedoed.”


RIVER FORTH [c.11/1882] (AD) (PTL) – Liverpool Mercury, Thursday, 30/11/1882
“The steamer Corsican, just arrived at Gibraltar, reports having fallen in with, on the 21st ult., the steamer River Forth, of Glasgow, in the Bay of Biscay, in a disabled condition, and attempted to tow her, but the rope parted and she was soon lost to sight. The steamer Ashbrooke, which reached Havre on Tuesday night reports that on Sunday she passed the vessel abandoned. She was 75 miles S.W. of Scilly, and was very much down by the stern. No boats were to be seen, and no one was on board. It is supposed that the crew had abandoned the vessel and taken to the boats, but no news has yet been received of their rescue. The River Forth is a new steamer, and was bound from Cardiff to the Black Sea.”

RIVER LUNE [27/7/1879] (TL) – Sunderland Daily Echo, Wednesday, 27/8/1879:
“A Board of Trade inquiry was concluded at Liverpool yesterday, into the loss of the ship River Lune, whilst on a voyage from L’Orient, France, to Ardrossan. The Ship struck on St. Agnes Rocks, (Sinurank, a rock in Muncoy Neck, near Melledgan), Scilly Island, in fog on July 27th. It was admitted that the captain had not used the lead during the afternoon of evening of the collision.

150
He considered he was 15 miles west of Bishopping Island? There was no loss of Life. The court held the captain in default, and suspended his certificate for three months."


ROACH [c.29/12/1768] (TL) - Bath Chronicle and Weekly Gazette, Thursday, 29/12/1768:
“The Roach, Morgan, from Honduras to London is lost on the rocks of Scilly,” & Bath Chronicle and Weekly Gazette. Thursday, 12/1/1769. “The Roach, brigantine of Bermuda, William (Willis?) Morgan master bound from Bermuda to London, laden with mahogany, log wood, and some turtle shell, and having on board about 400 l. upon freight, struck upon the rocks of Scilly and broke to pieces. Five men, a woman and child, were unfortunately drowned.”

ROBARTS [1/1829] (PTL) (RNR) – London Evening Standard, Saturday, 31/1/1829:
“Scilly, Jan. 27: The stern of a ship’s boat, with ‘Robarts of London’ upon it, was washed on shore here.”

ROBERT NICOL [c.1870] (TL) – The Ipswich Journal, Saturday, 12/3/1870:
“The Ipswich Shipwrecked Seaman’s Society has awarded the sum of £10 each to Charles Pavitt and James Croxon, master and mate of the Robert Nicol, belonging to this port, for loss of their cloths, the vessel having foundered off Scilly.”

ROBERT MORRIS 20/11/1917] (TL) (WL1) - Sailing vessel, 146 gross tons, 20/11/1917, 155 miles SW from Bishop Rock, was captured by submarine and sunk by bombs.
Ref. naval-history.net

ROBERT and SALLY [26/3/1784] (TL) – New Lloyd’s List: Fri. 9/4/1784, No. 1558:
“The Robert and Sally, Brown, from London to Lancaster, was totally lost off Scilly the 26th ult.”
Detail in SI & IOSM.

ROBIN [c.1823] (TL) - Morning Chronicle Issue 16800, 22/2/1823:
“The ship was lost at St. Mary’s, Isles of Scilly before 15 February. Her crew were rescued.”

ROMNEY [22/10/1707] (TL) – Another of Shovell’s Fleet. IOSM page 14.

ROSA TACCHINI [23/11/1872] (TL) – London Evening Standard, Tuesday, 26/11/1872:
“Scilly, Nov. 24: The Rosa Tacchini, Buenos Ayres to Antwerp, struck heavily near the south-west point of Tresco on Friday night; she afterwards floated, but grounded again, and lies on sandy bottom full of water.” Lloyd’s List: 2/12/1872. Figurehead is in the Valhalla Collection.
Excellent detail in SI & WoS page 137 (Including a photograph.)

ROSAIRE or ROSARIO [26/2/1879] (TL) - Times: Tuesday, 27/2/1879, Issue 29503:
“At Scilly yesterday, the pilot cutter Queen landed the captain and three of the crew of the French brig Rosaire, of Nantes, master Francois Biron (or Beron, Beren, Boron), bound from Newport for Brest, with a cargo of coals. The Rosaire struck the Seven Stones near Scilly, founderling immediately. Those who were on deck succeeded in saving themselves, but three hands, who were below, were drowned.”
Lloyd’s List: 27/2/1879, No. 20,230.
Reports in IOSM, SI & WoS page 168.

ROSALIE [4/9/1785] (TL) - New Lloyd’s List: Fri. 16/9/1785, No. 1708:
“The Rosalie, master?, from Newfoundland to Granville in France, foundered the 4th inst. about 100 Leagues Westward of Scilly; the Crew all taken up by the London, Capt. Beatson.”

ROSAMUND [9/1/1886] (TL) – Dundee Advertiser, Tuesday, 2/2/1886:
“The Royal Mail steamer Elbe, from Bristol, which arrived to-day, on the 21st January spoke the British barque Flora, bound from Cardiff to Panama, and received from her, captain and eight men of the barquentine Rosamund, which foundered off Scilly on 9th ult.”
London Evening Standard, Wednesday, 3/3/1886:
“The Board of Trade have awarded a bronze medal to Mr. James Thomson, master of the British Ship Flora, of Prince Edward’s Island, and pecuniary gratuities to four of the crew, in recognition of their gallant and humane services in rescuing the crew of the barquentine Rosamund, of Swansea, from their sinking vessel, 50 miles N.W. of Scilly. The Flora’s boat had to make two trips, and, owing to the high sea that was running, some danger was incurred in getting alongside of the wreck.”
Brief report in WoS page 179.

ROSCIUS [9/1/1815] (DNR) – Lloyd’s List: Tues. 17/1/1815, No. 4939:
“The Roscius, Ormond, from Liverpool and Cork to Falmouth and the Brazil, put into Scilly 9th ult., having struck on a rock near St. Martin’s Island, and un-shipped her Rudder.”

ROSE of Scilly [3/1841] (Col) (TL) – Vindicator, Wednesday, 17/3/1841:
“St. Michael’s, Feb. 17: The Rose of Scilly and Miranda, Artis, got in contact 13th February, when the former was abandoned, being in a sinking state, and has since got on shore, and is a complete wreck. The latter lost her mainsail, bulwarks, and stanchions.”
ROSEBUD / LADY OLIVE [3/1882] (Col) (TL) – Royal Cornwall Gazette, Friday, 17/3/1882:
A detailed and lengthy inquiry by the Board of Trade into the collision of the Rosebud and Lady Olive which took place off Scilly. The Rosebud sank and ten of her crew got into one of her boats and were subsequently picked up by the Lady Olive, but four of her crew were drowned. The Court expressed an opinion that nothing could be more discreditable than the conduct of the crew of the Lady Olive and of the men who came aboard from the Rosebud. It was said that four lives had been lost for want of a little pluck. More information is available in this report.


Ref. naval-history.net

ROSENVOLD [5/10/1916] (TL) (WW1) - On 5/10/1916, Rosenvold, on a voyage from Manchester to La Pallice with general cargo, was sunk by the German submarine UB-38 (Erwin Waßer), 15 miles south of Wolf Rock.

Rosherville [3/3/1855] (TL) – Salisbury and Winchester Gazette, Saturday, 24/3/1855:
“The vessel Rosherville, Brabyn, from London, for Jamaica, recently put into the port of Scilly, where she underwent repairs. After she left she was detained in the roads wind bound, and, from some unexplained cause, she took fire. In a short time, the after part of the vessel was enveloped in flames, which rapidly spread forward, burning the main rigging and mainmast. Ultimately nearly the whole of the vessel was destroyed; but after the hull had drifted on shore, a considerable portion of the cargo, consisting of spirits and beer, was saved.”
Lloyd’s List: 22/1/1855, No. 12,737 (Repair) & 12/3/1855, No. 12,779 (Fire)
WoS page 105. Scilly Now & Then No. 73.

ROSS [11/1906] (TL) – Cornishman, Thursday, 22/11/1906:
“The Cardiff steamer Ross was lost off Bishop’s Light early on Wednesday morning. The boatswain, named Jonas, of Padstow, was among the seventeen members of the crew who were saved. The steamer got ashore on the Irish coast on Tuesday, but got off later in the day. She was found, however, to be leaking badly, and the water was over her cabin ports by midday. The crew members of the crew decided to put off in two lifeboats in a rough sea. Three hours later they were picked up by the Bristol steamer Argo, and landed at Dublin.”


“Nineteen of the crew of the steamer Rothesay, of Cardiff, have been landed, their vessel having been sunk. The Rothesay, which was built at West Hartlepool in 1891, was owned by the Rothesay Steamship Company, Cardiff. Her tonnage was 2,007 gross and 1293 net.”


British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 56.

British Vessels Lost at Sea WW1, page 15.
Lloyd’s Confidential War Loss Record WW1, page 35. Good report in SI.

ROWENA [18/4/1917] (TL) (WL1) - 3,017 gross tons, defensively-armed, 18/4/1917, 95 miles W by S ½ S from Bishop Rock, torpedoed without warning and sunk by submarine, 1 life lost.

Ref. naval-history.net

ROXBURGH CASTLE / BRITISH PEER [13/3/1891] (Col) (TL) – The Star, Tuesday, 17/3/1891:
“The ship British Peer collided with the steamer Roxburgh Castle, on Friday night, 120 miles S.W. of Scilly. The Roxburgh Castle immediately sank with 22 of the crew: Only the captain and one seaman were saved.”

Hartlepool Mail, Tuesday, 17/3/1891:
“Intelligence reached Falmouth yesterday of the loss of the steamship Roxburgh Castle, owned by Messrs. Stephens and Mawson, of Newcastle, with all on board except the captain and a seaman. When 140 miles’ south-west of Scilly the vessel collided with the ship British Peer, bound for London. The steamer was almost cut in two and sank in about ten minutes. The British Peer was also greatly damaged. The cries of the drowning seamen were most piteous, but nothing could be done to save them. Captain Tyler, of the Roxburgh Castle, being a splendid swimmer, stripped in the water, and together with an able seaman named Whitelow, was picked up by the British Peer. Most of the unfortunate men who were drowned came from Newport.”

Limited information in IOSM, SI & WoS page 179.

ROYAL BRIDE [7/5/1858] (PTL) (RNR) – IOSM page 78: North & South Shields Gazette Thursday 15/4/1858:
“A headboard, painted blue with gilt letters, and the name Royal Bride found on one of the Eastern Isles. Note: The Royal Bride, Watson, from Sunderland for Point de Galle, passed off Falmouth on the 6th inst.”

152
A Royalist privateer, 28 guns, 250 tons, captain Richard Beach, was captured near Scilly by Parliamentarians. She subsequently served under Commonwealth government as the Sortlings.

The Royal Oak struck some obstruction in the water shortly after leaving Scilly. Divers were yesterday inspecting the hull.

According to the Derby Daily Telegraph, Saturday, 2/4/1904, the Royal Oak had just rescued five men of the Greek steamer Polymnia Michalitsiano.

The Royal Oak, with oats, has become a total wreck at Scilly; she struck on one of the off islands (Bryher).

The Royal Standard, with oats, has become a total wreck at Scilly; she struck on one of the off islands (Bryher). See also IOSM page 92 & 93.

No other references found. Final fate of vessel unknown.

The Runter, Thomas, from Cork to Truro, struck on some rocks at Scilly the 19th inst., and sunk; but has since been raised and towed in. Crew and cargo saved.

The Ruperra, built by J. Jorgensen, Grimstad in 1894 and owned at the time of her loss by Lindstrom, was a Russian sailing vessel of 949 tons.

On 4/1/1917, Ruby, on a voyage from Darien to Fleetwood, was sunk by gunfire from the German Submarine U-70 (Otto Wünsche), off Scilly. Ref. wrecksite.eu

Reported in SL Lloyd's Confidential War Loss Record WW1, page 83


The Court, after an hour's sitting, found that the collision was brought about by the Ruperra having failed to comply with the regulations for preventing collisions at sea, in not having kept her course as required, and also not making the necessary sound signal when the alteration of course was made. The Court therefore acquitted the prisoner of the charge.
ST. ANTONIO DE LISBOA [7/7/1781] (TL) - New Lloyd's List: Tuesday, 17/7/1781, No. 1285:
“The St. Antonio de Lisboa, Joze Francisco do Nascimento, from Oporto, is totally lost on the Rocks at Scilly, and every Person on board perished; a Pipe of Oil, and several Pipes of Wine saved.”

“I was taken the 14 of July last within 18 leagues of Scilly, and carried from thence to Farrall, where as then the Spanish fleet lay, being in number 130 or thereabouts. The said fleet departed from the Groyne the 8 of October last, with 10,000 men for the land, and that was the most bound for Falmouth, and their pretense was that after their arrival in Falmouth, the Lantatha [Adelantado] should stay there with half of the army, and the Countie Palma, Captain Elyett, an Englishman, being his guide, should with the other half in small flyboats and pinnaces have gone for Plymouth. But the storm taking them at East North East, 20 leagues off Scilly, put them back. There was cast away in that storm the great St. Bartholomew with 100,000 ducats, 16 or 18 men saved; there was divers flyboats lost which were not much regarded, but a great levantisco with much treasure and men, I know not certainly how much.”

The reference cited is the Western Echo, 19/10/1907.
The Cornishman, Thursday, 24/10/1907 however has Scristof. “The French crabber Scristof, of Camaret went ashore at St. Mary’s, Scilly on Thursday evening, during a heavy gale. The crew were all saved. They landed in their own boat, and found their way to a farm house. The vessel broke up during the night.” Possibly a French spelling?

ST. FRANCIS APOLLO [4/11/1806] (DNR) - Royal Cornwall Gazette, Saturday, 8/11/1806:
“Scilly Nov. 4 – Came in and ran on shore at New Grimsby harbour the Spanish ship St. Francis Apollo, from the Havana, with sugar, rum, honey, hides &c. prize to the Alarm privateer of Guernsey; her cargo is saved, and is now under quarantine.”

ST. HALVARD [10/3/1891] (AD) (PTL) – York Herald, Monday, 16/3/1891:
“St. Halvard barque, of Belfast, bound from Newport, Mon., for Laguna, was abandoned on the 10th inst., when 150 miles west of Scilly. The crew were taken off by a boat from the Whitby steamer Hibernia and landed at Dartmouth.”

ST. JACQUES [30/10/1879] (DNR) - Times: Friday, 31/10/1879, Issue 29713:
“The French sloop St. Jacques, of Honfluer, Captain Legoff, bound from Havre for Swansea in ballast, has gone aground at Bryher Island, Scilly. She is full of water, has her pumps choked and has lost her mainsail.”
Lloyd’s List: 31/10/1879, No. 20,440.

ST. JEAN / PRIVATEER [5/1/1880-1881] (Col) (TL) – Portsmouth Evening News, Saturday, 8/1/1881: “A Lloyd’s telegram says that the St. Jean (French barque), Captain Guignon, from Liverpool, with phosphate of guano, for Bordeaux, was run down and sunk off Scilly at 5.30 a.m. yesterday by the Privateer (barque), of Hull, in ballast, for New York. The crew of the French vessel, with the exception of three, were saved, and landed at Queenstown yesterday. The Privateer lost her jibboom and damaged her bow port.”

Short reports in IOSM & SI.

ST. JOSEPH [30/12/1739] (TL) – “December 30th, several vessels were stranded in Old Grimsby Harbour; the St. Joseph of and bound to Dunkirk, James Billard, Master, from Sherent, laden with brandy; the vessel was lost near Samson Island, but the people and sixty pieces of brandy were saved.”

Troutbeck continues this story on page 204, the cargo of brandy leading to a serious dispute:
“May 13th, 1740, the Custom-House Officers being informed that the people of Tresco Island had ten pieces of brandy to their share of the salvage of Captain Billard’s vessel, three of which they forcibly divided at the time the vessel was stranded in December last; the other seven were secured in a cellar on that island, they not permitting it to be brought to the island of St. Mary’s to be cellared there as usual, had broke open the cellar, taken out the brandy, and divided it among themselves, as did likewise the inhabitants of Breher Island. The officers went the next day early in the morning, and found the cellar broke open, as was reported, and the casks of brandy taken out so they took a constable, made a search, and found a great quantity of brandy in small casks, and other vessel, which they seized, and were about to bring it to St. Marys to be deposited in his Majesty’s warehouse, but they were threatened and obstructed by the mob, who followed them from house to house, swearing they would lose their lives, rather than suffer the brandy to be carried off to the warehouse. The officers being few in number, and having no arms, were obliged to quit the seizure for the security of their lives.
A little while after this robbery, a vessel from Waterford, Lawrence Butler, Master, laden with butter, and bound to Burges, was stranded. The Master agreed to pay the salvers two hundred pounds for their assistance, in case it met with the approbation of his merchants. After an agreement was made with the inhabitants of St. Mary’s to save the cargo, the inhabitants of Tresco, the same who broke open the cellar and took out seven pieces of brandy, came violently upon the Collector, while he was giving his assistance in saving the cargo, and would have destroyed a great part, had they not been repelled; whereupon they swore that if ever a vessel should be stranded upon the island of Tresco, the Customhouse Officers might tarry at home, for they should not come near it. Eventually it seems the Collector managed to win back his authority and that of the Customs by prosecution of the ringleader. 

**ST. LOUIS** [20/6/1908] (TL) – Western Times, Monday, 22/6/1908:
"The French fishing boat **ST. LOUIS**, master W. Yves, foundered off Scilly (Pollard Rock, Seven Stones) on Saturday morning. The crew were saved."

Cornishman, Thursday, 25/6/1908: “The French crabber, **ST. LOUIS**, of Douarnenez, struck the Seven Stones rocks this morning at five o’clock, and sank in half an hour. The crew of four were rescued and brought to St. Mary’s by the French Crabber **Cosmopolite**, of Du Conquet, and were taken charge of by the French Consular agent. They will be sent home in due course.”

Lloyd’s List: 22/6/1908, No. 22,074.


“Examinations of John Kirkby, John Stevenson, John Roach, and William Berran, being part of the crew, and Richard Bramfield, or Bromvill, the master of the **ST. MARY and FRANCIS**, of St. Sebastian, a pirate vessel, cast ashore in Scilly, taken before Sir Francis Godolphin and Roger Polkinghorne.”

**ST. PALAIS** [c.12/1/1781] (TL) - Newcastle Courant. Saturday, 10/2/1781. “The **ST. PALAIS**, a French frigate of 36 guns, from Brest, was on the 12th ult., driven on the rocks of Scilly and dashed to pieces.” Also the Northern Mercury, 5/2/1781, adds; “**Master, Papoul**” and reports; “most of the Crew saved.”

**ST. PATRICK** [4/1808] (DNR) – Lloyd’s List: Fri. 1/4/1808, No. 4241:
“The **ST. PATRICK**, master? From Cork to Plymouth, broke her Windlass, and received other damage at Scilly, and is put out of the Beach to repair.” Also; Bell’s Weekly Messenger, 3/4/1808.

**ST. PETERBURG** or **PETERBORG** [c.1/4/1870] (TL) – Greenock Advertiser, Tuesday, 5/4/1870:
“Newport, April 1: The Dutch schooner **ST. PETERSBURG**, from Clyde for Rotterdam (in ballast), struck on a wreck (as supposed) about 25 miles from Land’s End, and sunk. The crew took to the boat, and after about 30 hours were picked up and brought to this port by the Italian barque **Conobbi**.”

Royal Cornwall Gazette, 9/4/1870: has the master as Captain Dykstra.

Little detail only in IOMS, SI & WoS page 166.

**ST. PIERRE OF FECAMP** [7/4/1914] (TL) - Times: Wednesday, 8/4/1914, Issue 40492:
“A schooner burned off the Scilly Isles – A three masted schooner, the **ST. PIERRE**, of Fecamp, was sighted north-west of the Scilly Isles yesterday afternoon flying distress signals and with volumes of smoke issuing from amidships and bow. The lifeboat, the cruiser Cumberland, training ship for naval cadets, and a steam drifter proceeded to the rescue. From the shore the fire could be seen spreading over the ship and the masts fell one by one, the last going before the cruiser reached her. Another steam drifter coming in from sea stood by the schooner, which was burned to the water’s edge. The crew were taken off the schooner by the steam trawler **ST. HUBERT**, of Boulogne, which remains near the sinking vessel.” Also Cornishman, 9/4/1914.

**ST. VINCENT** [7/12/1839] (TL) - Times: Friday, 13/12/1839, Issue 17224: 
"Scilly, Dec. 9: The **ST. VINCENT**, Rio, from Maraus (Marans) to Penzance, in running through St. Martin’s head on the 7th inst., got on the rocks and filled with water. About three quarters of the cargo saved in a damaged state."

Royal Cornwall Gazette, 13/12/1839 also gives St. Martin’s Head, Chimney Rocks.

**ST. VINCENT** [24/4/1882] (TL) - Times: Wednesday, 26/4/1882, Issue 30491:
“The **ST. VINCENT**, barque, Captain Melhuish, from St. **VINCENT**, laden with sugar in casks, in charge of a pilot tried without success to beat up St. Mary’s Sound, Scilly, and sailing out again, struck heavily on the Spanish Ledges, filled rapidly and sank at about 8 p.m. in the Middle Crow Sound. The crew saved themselves in the ship’s boats. The vessels topmast is under high water, and there is very little chance of salvage.”

Times: Monday, 15/5/1882, Issue 30507:
“Captain Ward and Captain Ronaldson were the assessors. This was an inquiry into the loss of a wooden barque, which after striking a ledge of rocks, carried away a portion of the rock imbedded in her bottom, thus preventing the influx of water. When she came to anchor, the piece of rock dropped out, the water flowed in rapidly, and the vessel sank. The **ST. VINCENT** was built at Jersey in 1867 and was the property of Mr. Thomas Scrutton, of Gracechurch Street. She left St. Vincent in the West Indies, on the 25th March, bound for Scilly, for orders, with a crew of 17 hands and a cargo of 630 tons of sugar.”
“About 4pm on the 24th April she sighted the Scilly Islands. A signal having been made for a pilot, Israel Hicks, a duly licensed Trinity-house pilot, came off the same afternoon and took charge. St. Agnes Lighthouse bore N. E. by E, about 1½ miles distant. Hicks put the vessel upon an N. by E. course, intending to pass through Smith’s Sound, the wind at the time blowing a fresh breeze, and the sea being smooth. Finding it impossible to pass through Smith Sound, Hicks altered course to E. N. E. to pass through St. Mary’s Sound. When abreast of the western entrance of St. Mary’s Sound, a N. by E. course was set to pass between the Spanish Ledges and St. Agnes Island. When she was almost midway between the western extremity of the Spanish Ledges and the Woolpack Beacon, the wind headed the vessel a little. The pilot thereupon determined to run through the same channel by which he had entered for the purpose of going to Crow Sound. Having put the vessel about on a starboard tack and braced the yards forward, he gave orders to haul up the foresail preparatory to putting her before the wind. In the meantime, however, the wind and the tide had carried the barque to the leeward, and while the men were aloft furling the foresail the vessel struck on the western extremity of the Spanish Ledges, but without stopping. So soon as she was clear the pumps were sounded, and, on finding she made no water, the course was continued through the western channel for Crow Sound, where she came to anchor. Before coming to anchor, the carpenter had sounded the vessel several times, but had found she was making no water. As soon as she came to anchor he again sounded, and found 6ft of water in the hold. In a minute or two afterwards the water had increased to 9ft. The boats were ordered out, and all hands got in them and left the vessel, and she sank in about ten minutes. The Wreck Commissioner delivered judgment, and said the cause of the vessel making water so suddenly arose, as it was generally admitted, from her having taken away a portion of the rock when she struck, and to that piece of rock having fallen out of the wound when the vessel was suddenly brought up at anchor. No blame whatsoever was attached to the master or officers of the St. Vincent. The whole blame for the casualty rested with the pilot, who miscalculating the strength of the tide and the wind and the distance he was set to leeward, attempted to pass out through the Western Channel, instead of the Eastern Channel. The pilot, they were told had held a Trinity-house certificate for the last 26 years, during which he had never before met with an accident. He had been guilty of a very grave error of judgment, which had resulted in the loss of a valuable ship and her cargo.”

Note: Almost totally buried in silt with only her forward winch and fore timbers showing.

Lots more of her timber structure has been detected beneath the silt by the authors.


ST. VINCENTO FAREA [1/1759] - See Vincento Farea.

SAN GEORGI0 [14/9/1851] (Sal) [PTL] - Royal Cornwall Gazette, Friday, 26/9/1851:

“Scilly: The Neopolitan brig San Georgio, Romano, from Gioia for Hamburg, with olive oil, struck on the Crim Rock, on Sunday the 14th inst., between 8 and 9 p.m., came off filled and capsized. The crew were taken off her side shortly after the accident, by the Galway Ark, Capt. Coppard, and landed here on the following afternoon. The wreck has been fallen in with by our Pilot boats, 50 or 60 miles to the westward.”

Also; Edinburgh Evening Courant, Thursday, 2/10/1851:

“Scilly, Sept. 26: The San Giorgio, Romano, from Gioia for Hamburg, which struck on the Crim Rocks on the 14th Sept. and was abandoned, was towed into the roadstead yesterday.”

Additional detail in IOSM page 74.


“Wrecks and Casualties: Sainte Maria of Fecamp sunk, crew landed.”

Victim of U-7. Brief detail of the sinking in SI.

SACKVILLE [19/12/1839] (TL) - Times: Monday, 30/12/1839, Issue 17238:

“Sackville, from Sierra Leone, African Timber sunk between Penzance and Scilly. Crew saved by French vessel and landed at Falmouth.”

The Evening Chronicle, Monday, 30/12/1839: “The following letter, which has been addressed to the French consular agent at this port by the master and officers of the barque Sackville, and Lieutenant Newland, a passenger, which vessel foundered on the 19th inst., about 10 leagues from Scilly, on her voyage from Sierra Leone to London, deserve every publicity, inasmuch as it shows the generous conduct of M. Pierre Eugene Poisson, master of the French brigantine L’Amelia in rescuing the crew of the Sackville, consisting of nineteen persons, from their perilous situation, and in deviating from his voyage by bringing them to this place, when contrasted with the inhuman and disgraceful behavior of the masters of three English vessels which had just previously passed the Sackville at a short distance, one of which hoisted English colours, and must have observed the signal of distress flying at the masthead of the Sackville, and it may consequently be inferred, that many valuable lives are lost by the unfeeling hearts of such persons who can pass by a vessel in distress, leaving the crew to the exposure of a most horrible death.”

156
Note: The Letter basically repeats that written above. It was signed by John Fiddes, the late master of the **Sackville**; Corn. Ewald, mate; J. Paul, carpenter; C.F. Newland, Lt. R.N. passenger.

It was addressed to; G. C. Fox, Esq., Consular Agent, Falmouth.

Listed in IOSM, SI & WoS, but the date is 1832 which appears to be incorrect copy from IOSM.


Lloyd’s Confidential War Loss Record WW1, page 168.

**Sadi Carnot**, built by Gautier, St. Malo in 1895 and owned at the time of her loss by La Morue Française et Secheries de Fécamp, was a French wooden 3-masted schooner of 354 tons. On 4/9/1917, **Sadi Carnot**, on a voyage from Newfoundland Banks to Saint Malo with salted cod, was scuttled by the German Submarine **UC-69** (Hugo Thielmann), 44 miles S 22°W of Scilly.

The crew was rescued by **HMS Landrail** and the American steamer **Montana**. Ref. wrecksite.eu

**SADO** [20/4/1870] (TL) - Times: Friday, 22/4/1870, Issue 26731:

“The steamer that has gone ashore at Scilly proves to be the **Sado**, of London, from Oporto for Liverpool, with a cargo of wool, wine, oranges, and 30 bulklocks. The **Sado** is likely to become a total wreck. The crew and three bulklocks were saved.”

Times: Saturday, 7/5/1870, Issue 26744: **Sado** Enquiry.

Good detail in IOSM, SI & WoS page 56 & page 59.

Care: Some reports have the name of the vessel as ‘**Lads of London**’.

Her boiler lies close to the northeast side of Rosewar island; position; N49-52-284: W006-24-029.

**SALLY** [c.12/1768] (TL) – Bath Chronicle and Weekly Gazette, Thursday, 5/1/1769:

“The snow **Sally**, of London, William Living, Master, bound from Chester to Dieppe, laden with lead, being obliged to come to an anchor in the Bay of Port Crozier, near St. Mary’s Sound, in the island of Scilly, when the water ebbed she struck very hard and broke to-pieces, part of the vessel and cargo were saved.”

Note: The following report is identical apart from the name of the vessel. Kentish Gazette, Saturday, 31/12/1768: “The ship **Gabriel**, of Flensburgh, in Denmark, Jacob Hanson, Master, bound from Chester to Dieppe, laden with lead, being obliged to come to an anchor in the Bay of Port Crozier, near St. Mary’s Sound, in the island of Scilly, when the water ebbed she struck very hard and broke to-pieces, part of the vessel and cargo were saved.”

SI has **Sally**, with the cargo is recorded as bagged cement.

**SALLY** [7/1786] (FFU) – Hampshire Chronicle, Monday, 31/7/1786:

“The **Sally**, M’Conolly, is stranded off the Scilly Islands.”

**SALLY** [c.11/1819] (TL) (RNR) - Caledonian Mercury Issue 15327, 29/11/1819:

“The sloop foundered in the Atlantic Ocean off the Isles of Scilly in early November.”

Also; Lloyd’s List: Tues. 23/11/1819, No. 5431: “**Scilly, Nov. 16th.** Part of the Stern of a Vessel has been brought on shore at St. Mary’s, with the name **Sally of Workington** on it. – About a fortnight back a Sloop was seen by some of the Pilots, standing for the Islands, but she suddenly disappeared, and is supposed to have sunk.”

**SALLY, The Saga of:** [3/1822] (TL) - Lloyd’s List: Tues. 15/1/1822, No. 5664:

“**Scilly, 5th January.** – On the 5th ult. arrived the **Sally**, Diamond, from St. John’s Newfoundland to Bristol, in great distress, and must discharge. She is very leaky, has lost her sails, an anchor and cable, and every thing moveable from the deck, with her boat, bulwarks, stanchions, on both sides, and stern split. Part of her cargo was thrown overboard to lighten her. The Master and Crew endeavoured to quit her, and get on board the **Lord Ebrington**, Day, from Waterford to London, on the morning of the 5th, off the Land’s End, and succeeded in getting three men on board, when the boat sunk. The **Lord Ebrington** kept company with the **Sally**, and conducted her into St. Helen’s Pier, where she stranded, but got off, and has been brought to St. Mary’s.”

Lloyd’s List: Tues. 19/3/1822, No. 5682:

“The **Sally**, Diamond, from Newfoundland to Bristol, has been condemned at Scilly. Cargo forwarded in the **Chance**, Nance, on the 9th ult.”

*Note: Possibly the **Clarence**, Nance. Bristol Mirror, 16/3/1822.

**SALMON** [15/1/1871] (TL) – Morning Advertiser, Wednesday, 18/1/1871:

“Another serious loss is reported to have occurred near Tresco, Scilly. The **Salmon**, from London to East London, parted from her anchors during the gale, and drove on the Mare Ledge and filled.”


Good detail in SI & IOSM. Cornish Times 18/1/1871.

**SALTERTON** [12/1809] (DNR) – Royal Cornwall Gazette, Saturday, 23/12/1809:

“The **Salterton of Dartmouth**, bound to Bristol, has been on shore at Scilly, and must be repaired before she can proceed.” See **Salterton**.

**SALVOR** [13/10/1968] (TL) – Recorded in IOSM, page 133: A small ex-government Landing Craft engaged in diving work around the islands and on the wreck of the **Association**, capsized in heavy seas and sunk near the entrance to Crow Sound. Her crew were saved.
SAMARA [19/8/1915] (TL) (WL1) – Cornishman, Thursday, 26/8/1915:
“The crew of the Samara, of Glasgow, numbering 30, were landed at Penzance on Friday afternoon, their ship having been sunk by a submarine. The Samara, registered at Glasgow was built in 1906, with a net tonnage of 2,030, and gross tonnage of 3,172. She was owned by the Steamship Samara Co. Ltd., 21, Bothwell Street, Glasgow.”

Samara, 3,172 gross tons, 19/8/1915, 35 miles W from Bishop Rock, captured by submarine, sunk by gunfire. Ref. nav-histroy.net
British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 160.
British Vessels Lost at Sea WW1, page 9.
Lloyd’s Confidential War Loss Record WW1, page 24.
Good report in SI.

SAMUEL SMITH [12/1828] (DNR) – Public Ledger and Daily Advertiser, Saturday, 20/12/1828:
“The Samuel Smith, Ely, from St. Michael’s for Havre, has arrived off Scilly having lost anchor and cable, one man overboard, sails split, and other damage.”

SANTISSIMO TRINIDADE [5/11/1781] (TL) – New Lloyd’s List: Fri. 20/11/1781, No. 1311:
“The Santissimo Trinidad, Dos Santos, from Aveiro to Amsterdam, was lost the 5th inst. Near St. Martin’s Island; the Crew arrived at Falmouth.”


SAPPHIRE HMS [31/3/1670] - Here is a strange anomaly thrown up by our research. It was the sudden appearance of what at first appeared to be an extremely interesting incident, the wreck of HMS Sapphire in 1670, that seemed to have previously gone totally unrecorded at Scilly before 2012. Whilst on the surface this looked, to divers like ourselves, to be a possible dream project, the report just didn’t seem to ring true. Even so, wikipedia and wrecksite eu. both suddenly carried this “new” information, unfortunately, very soon it was also taken up and further circulated by numerous other websites, viz;

"HMS Sapphire was a 38-gun fourth rate frigate of the English Royal Navy, originally built for the Navy of the Commonwealth of England by Peter Pett I at Ratcliffe and she was launched in 1651. Unlike many of her half-sisters, Sapphire seems to have never had additional guns added to her after completion; indeed, by 1666 she carried just 36 in wartime (and 30 in peacetime), with 12 culverins and 10 demi-culverins on the lower deck, and 14 sakers on the upper deck. Sapphire was wrecked on 31 March 1670 when she was deliberately run aground on Perconger Ledge, St. Agnes Isles of Scilly to escape from what her captain, John Pearce, thought were four Algerian corsairs. Pearce was mistaken and he and his lieutenant, Andrew Logan, were shot for cowardice at Deptford on 17 September 1670. On Monday last Captain Pierce, late Captain of His Majesties ship the Sapphire, together with the Lieutenant, were according to the Sentence of the Court Marshal held aboard the ship Bezan, were then sentenced to be executed on board the Dragon near Deptford.”

Sadly, some of the above is false information, however, the facts behind this incident can be found in publications such as: Biographia Navalis; and, Impartial memoirs of the lives of officers written in 1794 by John Charnock

“Captain John Pearce. It is a painful task to be obliged, among such an assemblage of brave men, to insert the name of a single person who has appeared to have induced, even a shadow of disgrace on a profession, which ought never to be beheld but in the most honourable advantageous light. There is, however, this consolation, for those whose over-delicate feelings, may become irritated on such an occasion, that it is, perhaps, impossible, in any other body of men equally numerous, to produce more to have been an ornament, or fewer who have been a disgrace to their country. Captain Pearce was appointed to the Converline in 1664, and the Hambro Merchant and Portland successively in 1667. In 1669 he was, fatally for himself and his posthumous reputation, made commander of the Sapphire and sent to the Streights. On the 31st March 1671, being then on a cruise off Sicily, and seeing four sail approaching him, he instantly concluded them to be Turkish Corsairs, and, notwithstanding the remonstrance of the Master and the whole ships Company, who unanimously expressed their eagerness and desire to fight, persisted in running the ship ashore, by which means she was totally lost; thus it is that a man devoid of spirit, wishing to avoid one danger, rarely fails to meet a greater. At a court martial held aboard the Bezan yacht on the 17th of September following, he was, by the general and unanimous consent of all the members, condemned to be shot together with his lieutenant, Andrew Logan, who was deemed equally culpable.”

Further reading:
Isaac Schomberg’s Naval Chronology of 1802.

“The Sapphire (or Saphire) was near Sicily when four ships were sighted. Thinking that they were Turkish men of war, Captain John Pearce and Lieutenant Andrew Logan panicked and ordered the ship to run away from them. The crew - including the master and the purser - were unhappy at this: both they and the ship were ready for a fight. However, Pearce and Logan wouldn’t let go the anchor and the ship continued on until it ran aground on the Sicilian coast.”
Naval Chronicle for 1809: “The ship was lost and Pearce and Logan were court-martialled on board the King’s yacht, the Bezan, near Tower Wharf. The court unanimously condemned the men to be shot on board one of the Navy’s ships, and the Dragon at Deptford was used for the purpose.

Sir Jeremiah Smith presided over the execution.”

One can understand a mix up between Scilly & Sicily, it has happened before, but the placing of this incident upon a specific rock, Percorg Ledge near St. Agnes, seems, for whatever misguided reason, as someone’s deliberate attempt to mislead.

SARAH or SARA [12/1785] (DNR) - Caledonian Mercury, Wednesday, 28/12/1785:
“The large French brig, carried into St. Mary’s, Scilly, is called the Sarah, Captain Cardier, from Cape Francis, bound to Havre, alias the Aimmelable Sara, Cadon, bound to Dunkirk?”

SARAH [26/12/1836] (Sal) - Caledonian Mercury, 7/1/1837:
“The Sarah, Carpenter, from London to Llanelly and Patras, ran into St. Martin’s Bay and struck on the sand, but was got off with assistance, and brought into St. Mary’s without damage on the 29th.”

SARAH [10/1852] (TL) – Liverpool Mercury, Tuesday, 26/10/1852:
“The Queen steamer, from Cornwall, brought, on Friday, to this city, the captain, mate and portion of the crew of the Sarah, schooner, bound from Newpoort to North America, and which was wrecked in consequence of the cargo shifting, when about 70 miles westward of the Scilly Island. The captain and the crew having taken to the boat, saw the vessel go down, and were beating about almost without either provisions or water for five days and nights, before they were picked up by the Lorentz, Captain Stevenson, who behaved to the shipwrecked mariners in a manner reflecting high credit upon him for humanity, and brought them into Falmouth, from whence they were brought to Bristol by the Queen.”

SARAH [26/1/1853] (TL) – Morning Post, Tuesday, 1/2/1853:
“Scilly, Jan: The Sarah, of Brixham, Couch, bound to Teneriffe, with coals, sprang a leak 25th. Jan., and was fallen in with next day to the windward of these islands in a sinking state, and brought into Crow Sound, and anchored, but almost immediately sank; crew saved; the vessel will probably be a total wreck, but most of the cargo and materials are expected to be saved.”


SARAH [19/3/1865] (TL) – Royal Cornwall Gazette, Friday, 7/4/1865:
“Sunday was a glad time at Portloo, the villagers being overjoyed by the arrival of two seamen who had been quite given up for lost, and who had very narrowly escaped from the lost schooner ‘Sarah’ of Devoran, Captain Pearce, on the 19th ult. It appears that the captain and his six men took to their boat a few hours before the vessel went down; about 25 miles W. N. W. of Scilly. A Prussian brig, called the Alice Chisteane, bound to Holland, picked them up and landed them at Muddecum, near Plymouth, on the 25th March, in their own boat. Great praise is due to the captain and crew of the brig for their kindness and attention they paid to the wrecked crew during the time they were on board.”

SARAH [2/4/1870] (TL) - Liverpool Courier and Commercial Advertiser, Tuesday, 5/4/1870:
“Sarah of Padstow, hence for Plymouth with coals, struck on the Bishop Rock on Saturday at noon and sank; crew landed at Milford.” Similar report in Liverpool Daily Post.

SARAH BURNYEAT [1/3/1873] (PTL) – Royal Cornwall Gazette, Saturday, 8/3/1873:
“The barque Sarah Burnyeat, of Whitehaven, Captain Lambert, from Madras, for London, with general cargo, parted cables and was run ashore about seven o’clock on Sunday morning, at Porthloo, on St. Mary’s Island, the wind blowing strong at the time. The foremost was cut away; the mizen topmasts are also gone. At low water a great deal of the cargo was discharged and warehouse, but the remaining cargo has received no damage as yet.”

SARAH & EMMA [20/5/1863] (RNR) – There are some confusing features re this incident. The IOSM, page 84 describes a brigantine which foundered following the striking the south rock of the Seven Stones. Parts of the topsides being found off St. Martin’s. She had apparently formally been the Bonne Malouine of St. Malo. SI lists both Bonne Malouine and the Sarah and Emma as different entries. Very little data on the former, and an interesting report on the latter.

Study the references in SI.

The Lloyd’s List: is dated 29/5/1863 but no number is given.

Nothing found in the archives.

SARAH & JANE [21/1/1843] (AD) – Vindicator, Wednesday, 1/2/1843:
“Scilly, Jan. 21: The Sarah and Jane, of Glasgow, from Havana, with loss of sails and in distress, was brought in here this morning, having been abandoned, by three of the crew and two hands from the Saucy Lass, of Dartmouth.”

Morning Post, Saturday, 13/5/1843: Admiralty Court, Friday, May 12. Detail of what is a complicated claim of 800l, involving a dispute amongst the ranks of the salvors, is given in this report.

SARINHA [1/1901] (M) (TL) – Dundee Evening Post, Monday, 25/3/1901:
“A Newport correspondent telegraphs that all hope of the safety of the barque Sarinha, with about 1100 tons of coal for Lisbon, has now been abandoned. She left Newport with a fair north-east wind, and it is supposed she came to grief off Scilly Islands or in the Bay of Biscay. Her crew of thirteen were all Portuguese.”
SARNIA of Scilly [9/1990] (Col) (LV) – Cornishman, Thursday, 2/9/1909:
“Early on Friday morning the ketch SARNIA, of Scilly, came into collision with an unknown steamer about five miles N.N.W. of Lynmouth. The crew were unable to save any of their effects, and had only just taken to the boats when the vessel sank.” More detail in this report.

SARTINE [c.6/3/1871] (TL) (RNR) - Leeds Intelligencer Tuesday, 13/3/1871:
“The ‘Le Hector’ and ‘Sartine’, French armed ships of 36 guns each, with all their people, were entirely lost on the 6th ult.”

Same paper: “At Scilly. Advice was received last night at the Admiralty that the Conquerant, a French ship of 74 guns was cast away a few nights since off the rocks of Scilly and not a single man out of 700 has escaped the wreck. Her masts and stern beam, with the word Conquerant carved upon it; and her head, a lion rampant, are driven ashore off Penzance.”

SATELLITE [c.2/1873] (TL) – Liverpool Mercury, Wednesday, 19/2/1873:
“ ‘A Gibraltar dispatch, dated February 13, reports that 17 of the crew of the Satellite, of Liverpool, which foundered off Scilly, have been landed there.”

London Evening Standard, 19/2/1873: Adds;
“foundered twenty-miles south-west of Scilly, picked up by the Bywell Castle.”

SAVONIEN MONARCH [24/6/1917] (TL) (WL1) - 4,828 gross tons, defensively armed, 24/6/1917, 140 miles SW by W from Scilly Isles, torpedoed without warning and sunk by submarine, 2 lives lost.
Ref. naval-history.net

SCHILLER [7/5/1875] (TL) - Western Rocks.
Times: Tuesday, 11/5/1875, Issue 28312: - Second letter to the Editor.
Also Letter to the Editor by Frank Banfield, Wadham College, Oxford, May 11.
Times: Friday, 14/5/1875, Issue 28315: - Recovery of a body & more news.
Re Steam Whistle / Fog Horn at the Bishop.
Times: Friday, 21/5/1875, Issue 28321: - Enquiry, Signals of Distress/Schiller etc.
Times: Saturday, 22/5/1875, Issue 28322: - List of the passengers identified and buried at Scilly.
Times: Wednesday, 4/8/1875, Issue 28385: - A telegram, dated Scilly, August 3, 3 p.m. states:
“Divers have recovered two kegs of treasure from the wreck of the Schiller.”

Times: Tuesday, 12/12/1876, Issue 28810: - Schiller, salvage issues.
Times: Wednesday, 30/5/1877, Issue 28955: - Schiller, salvage issues.
Scillonian Magazine. 255/175; 256/36 & 265/10.
The ‘Victorian Titanic’ by Keith Austin.
Note: There is a carved piece of planking on display in the Schiller Shelter, Porthcressa.

SCHOLAR [18/5/1918] (TL) (WL1) - 1,635 gross tons, defensively-armed, 18/5/1918, 90 miles W by S ¾ S from Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost.
Ref. naval-history.net
“Scillonian III, the local passenger ferry, lost control during berthing at St. Mary’s. In a strong north wind, she struggled to come to her normal birth by the quay head. As a result, her stern was pushed away by the wind and as she crabbed sideways she took out two of the bigger local boats then at their moorings in the harbour. It was dead low tide and so luckily she ran aground before any further damage was done. Scillonian III remained held in that position for about 45 minutes but as the tide came up, with the Lyoness Lady towing the ferry astern and two local jet boats, pushing her sideways on, they made sure she did not drift further into the harbour and among other moorings. In this manner she was got off last night and brought into St. Mary’s. Her boat out, and with great risk of life succeeded in getting alongside of the PENZANCE, Lang master, which vessel was in a sinking condition. Her divers who succeeded in recovering the

Diving Intelligence: Two divers, in Scud, of Lowerstoft, struck the Round Rock, Spanish Ledges, and foundered. Crew saved.”

Whistable Times and Herne Bay Herald, Saturday, 18/5/1872:
“Diving Intelligence: Two divers*, left a few day ago for the purpose of raising the sunken fishing lugger ‘Scud’ off Scilly. *Note: Possibly from the John Gann team in Whitsable.

Cornubian and Redruth Times, Friday, 31/5/1872:
“Scilly: The Scud, the Lowestoft fishing lugger which foundered off Scilly and short time ago, has been successfully raised and brought safely into St. Mary’s. The divers who succeeded in recovering the Scud, are about to try their skill on the wreck of the Delaware. Much valuable property, is believed, may yet be salvaged from her with proper energy and appliances.”

“Sea Flower, of Whitehaven, master Robert Curry, from Whitehaven for Rotterdam with 189 hogsheads of tobacco, was wrecked. Only 14 hogsheads were saved, the balance being so damaged as to be useless.”

No other reference found as yet.
SEAHORSE [19/12/1766] (TL) – Lloyd’s List: Fri. 19/12/1766, No. 3226:
“*The Seahorse, James, from Zant? for London, was lost at Scilly the 11th inst.*
Also; Leeds Intelligencer, Tuesday, 3/2/1767:
“On the 11th inst. The ship Seahorse, of Newcastle, John James Master, bound from Cadiz to London, laden with currents, cream of tartar, Spanish wool, and fustick, was wrecked near the harbour of Old Grimsby in Scilly, and entirely lost, but some Spanish wool, a trifling quantity of fustick, and some of the ships materials are saved.”

SEAHORSE [24/5/1821] (TL) – Morning Post; 24/5/1821:
“The Sea Horse, Pilot Boat, Wm Tregarthen, Master and licensed pilot, foundered two miles off Crow Sound, when the master Wm Tregarthen, Wm Nance, and Wm Phillips three as good pilots as ever Scilly produced, were drowned; the two former leaving a wife and eight children each, the latter a wife and three children, unprovided for, with the loss of boat & c. worth 200l. Which belonged to six of these industrious men.”

SENA [13/3/1815] (TL) - Caledonian Mercury Issue 14555, 27/3/1815: The ship was driven ashore and wrecked on St. Mary’s, Isles of Scilly. She was on a voyage from Portsmouth, Hampshire to Madeira, Portugal.
Also; Lloyd’s List: Tues. 21/3/1815, No. 4957:
“The Sea Nymph, Denham, from Portsmouth to Madera, run on shore at St. Mary’s (Scilly) 13th inst. during a violent Gale, and bilged. All the Cargo except some Potatoes, saved.”
Some added detail in IOSM.

SEAPOINT [28/12/1917] (TL) – Referenced in IOSM & SI: London steamship from Newport for Rouen with coal, sprang a leak and sank near the Seven Stones.
On 28/12/1917, the British steel cargo ship Sea Point, built in 1899 by McKnight S. & Co. and owned at the time of her loss by London Transport Co., London on voyage from Newport, Mon. to Rouen with a cargo of coal, sprang a leak and sank, off Seven Stones.
Ref. From wrecksite.eu. Note: their reference is the UK Hydrographic Office, (See also MAT.)

SEARCHER [18/11/1833] (TL) – Caledonian Mercury, 2/12/1833:
“The Searcher, (not Joseph, as stated in the list of the 22d inst.) Eilley, from Cardiff to London, sunk near Scilly (Seven Stones*) 18th inst. Crew saved.”
*Lloyd’s List, Friday, 22/11/1833: The masters name is spelt Eilloy.

Minimal detail in SI.

SEBASTIAN CABOT [24/9/1863] (Sal) – Cork Examiner, Wednesday, 6/1/1864: Proceedings of the Court of Admiralty: Précis: The Sebastian Cabot of Liverpool sailed from the Port of London on the 24th of September last, bound for Bombay, with a cargo worth £108,000, and meeting tempestuous weather on her passage lost her rudder, sprung a leak and finally on the 10th of October left by her master and crew, in a sinking condition about 70 miles S. W. of Scilly. The crew returned to the vessel when assisted with a tow by the Archipelago. On the 12th the Archipelago where forced to set them adrift due to poor weather leaving their mate and one able seaman on board along with the crew of the Sebastian Cabot. Still in distress they were then assisted by a second vessel the European.


SERICA [24/11/1893] (Sal) (PTL) – Cornishman, Thursday, 28/12/1893:
“Mr. Osbert Hicks and a boat’s crew of St. Agnes has claimed £25 for saving the crew of the Serica. A local Bench has awarded £5, as there was little, if any, danger.”
Cornishman, Thursday, 30/11/1893:
“The sailors of the stranded Serica, master Sydney Smith, were all sent from the Scilly Islands to their destinations on Monday morning by Mr. James Gibson, agent of the Shipwrecked Mariners’ Society. The Hull of the SS Serica, on shore in St. Mary’s Sound still remains, to all appearance intact; but the funnel is gone and the deck is cleared of loose material. Nothing has been done, as yet to try and get her off. A partial survey was made of the Channel in St. Mary’s Sound, on Saturday, by some of the pilots from St. Mary’s, when high ground was found, with only 24 feet of water on it. The same had not been marked on the chart.”
Note: This steamship was 2,652 tons, Cardiff to Port Said with coal.

SETIEMBRE [26/3/1911] (TL) – Times: Tuesday, 28/3/1911, Issue 39544:
“News from Scilly showed that the Spanish steamer Setiembre, previously reported ashore at Hat Ledges, suffered severely during the night; the sea was breaking over the vessel, and the engine-room was filled with water. The Setiembre is a vessel of 2171 tons, built in 1889, and owned by the Bilbao Steam Navigation Company.”
SHAFTSBURY [1678] (TL)
As per the Royal Oak above, the wreck of the Shaftsbury also appears on the chart by Simon Bayly of circa 1680. See Section 8, Part 2 and the rear of this book cover.

SHAMROCK GUN BRIG [22/10/1820] (PTL) – Lloyd's List: Tues. 31/10/1820, No. 5538:
"The Shamrock Gun Brig, (laying in Old Grimsby Harbour, Tresco) was obliged to cut away both her masts in St. Helen's Poole, Scilly, during a violent Gale 22d ult. and the Preventure Service Boat was lost there at the same time."

Noted in several reports as one of Scilly's severest gales.

SHAMROCK [15/7/1908] (TL) – IOSM page 114: A 30-year-old 5-ton net barge under tow from St. Mary's to Tresco in ballast foundered in the Roads. Not found in the archive.

SHANNON [1820] (TL) - Morning Post Issue15295: 26/1/1820:
"The ship was driven ashore and wrecked at St. Mary’s, Isles of Scilly. Her crew were rescued."

Lloyd's List: Tues. 25/1/1820, No. 5459: “The Shannon of Dartmouth, from Newport, is wrecked at Scilly: Crew and cargo saved."

SHARON Saga of. [c.1849] (M) – The Sharon of Brixham started life for this directory as the Charon, see below:
Sherborne Mercury, Saturday, 24/2/1849: “Brixham: Fears are entertained that the Charon of this port has been wrecked, her boat having been picked up in Samson’s port in the Scilly Islands. The Charon sailed from Cardiff, more than six months? ago, laden with iron, bound for the Mediterranean.”

Western Times, Saturday, 17/2/1849: “The ‘Charon.’ Great anxiety is felt by the owners of this schooner, which sailed from Cardiff a month since laden with iron, bound to the Mediterranean, her boat having picked up by a fisherman of St. Samson’s port in one of the Scilly Isles, with Gripes* apparently cut. The owners have written to Samson’s for the purpose of obtaining further information. The Charon sailed from Cardiff in company with a number of vessels, all of which put back in consequence of the boisterous weather.”

Since there were two ‘Charon’ entries, it would have remained as the Charon, had the editor not felt it was a contender for the Wheels Wreck, whose identity was, and still is, unknown. Further research was undertaken and nothing more could be found under the name Charon. However, the following entry in the London Evening News, Thursday, 8/2/1849: “Scilly, Feb. 5 – A boat marked ‘Sharon’, Dartmouth, Edward Fox was picked up on the 3rd inst. at the Island of Samson, Gripes apparently cut.”

The Sharon did appear in Lloyd’s Register in 1849 and is missing in 1850. She reappears in 1851 and was in fact wrecked in 1870. Then she was 32 years old.

*Gripes: broad plaited bands of small rope used to secure boats on deck.

SHERIA [12/1842] (DNR) – Royal Cornwall Gazette, Friday, 2/12/1842:
“Scilly: Sheria, Hall, from London, bound to Gibraltar, leaky and must discharge.”

SIBOURNAIS [19/2/1855] (Sal) (TL) – Royal Cornwall Gazette, Friday, 2/3/1855:
“Scilly: The French lugger Sibournais, of Nantes, from Cardiff, wrecked on the 19th ult. was, with a cargo of coals, sold by auction on the 22d ult., and realized £136.”

Lloyd’s List: 28/2/1855, No. 12,769, has Libournais?

SIDMOUTH [24/10/1916] (TL) (WL1) - On 24/10/1916, Sidmouth, on a voyage from Cardiff to La Spezia with a cargo of coal, was torpedoed and sunk by the German Submarine UB-29 (Herbert Pustkuchen), 22 miles south of Wolf Rock. There were no casualties. Ref. wrecksite.eu

SIDONIA – See La Sidonie. Listed in IOSM as Sidonie.

SIESTA [23/8/1898] (FFU) – Cornishman, Thursday, 25/8/1898:
“Sir James Pender’s yacht Siesta, which grounded in Grimsby channel, Tresco, Islands of Scilly, fell on her side as water fell, and filled as the tide rose. In consequence of the removal of all valuables from her there was no time to take out the ballast. A survey was held on Thursday, when it was decided to scuttle her, to leave the water out, and then make an attempt to get on an even keel.”

SIGNORA CARMINA [1807] (TL) – Recorded in IOSM, page 44.
“Signora Carmina, a prize vessel, and the Nostra Signa, were lost amongst the Western Rocks.”
No references found.

SILURA of Scilly [3/1/1856] (TL) (LV) - Times: Wednesday, 6/2/1856, Issue 22283:
“Scillonian ship Silura, lost off Gibraltar. Schooner, Caroline of Cardiff had got her to Gibraltar Bay before she foundered. The crew were picked up by the French bark Anne Marie (10th ult.) and then transshipped to American bark, Nazarine (13th ult.) They were landed at Gibraltar.”

SILVER WINGS [2/1914] (FFU) – Manchester Evening News, Wednesday, 11/2/1914:
“A Lloyd’s Barry Island message to-day says that the British Steamer Silver Wings, of London has gone ashore at Scilly Islands. The lifeboat and the Penarth life-saving corps have been called out.”

SILVERY WAVE [13/11/1915] (TL) - Recently relocated by IMAG: There is a large iron propeller still on its shaft very close to where the moorings are on the south side of Watermill cove.
Position: N49-55-919: W006-16-955. On later dives more wreckage was discovered stretching from there to close to Trenears Rock, north side in the shallows closer inshore.
Here is the Navy's loss report:

“Admiralty drifter, 96/1915, Lowestoft-reg LT507, hired 9/15 as net drifter, 1-6pdr, Admiralty No.1900, from St. Mary's, Scilly Islands for patrol & return, entering Crow Sound in bad weather in company with Boy Eddie to take shelter on the night of the 12th/13th. Wrecked on NE side of St. Mary's island, near Pelierry Bay, Scillies (within 49.55.30N, 06.16.30W); no lives lost (+C/D/He/dk/wi; ADM.137/170)

In company with another drifter, the Boy Eddie, attempted to take shelter during the night of 12/13 November in Crow Sound, St. Mary's Island, Scilly during a very strong gale. The pair were driven into Water Mill Cove and went ashore. Hopes were high that both could be salvaged, but the Silvery Wave was found to be too badly damaged and declared a loss.

Boy Eddie, Admiralty drifter, 59/1909, hired 3/15 as net drifter. Went ashore at same time as Silvery Wave, and was re-floated.”


SIRENE [10/1819] (DNR) – Lloyd’s List: Tues. 5/10/1819, No. 5427: “The Sirene, Arends, from Hambro to Bristol, has discharged her Cargo at Scilly in order to repair.”


SIR JOHN MOORE [20/10/1811] (DNR) – Caledonian Mercury, Saturday, 5/10/1811: “The Sir John Moore, White, from St. Ubes to Dublin, was masted in a gale on the 20th ult. and towed into Scilly on the 24th.”

SISTERS [6/1787] (DNR) - Times: Saturday, 16/6/1787, Issue 775: “The Sisters, Stewart from Liverpool to Bordeaux, struck on the Rocks of Scilly, and got into Morlaix, full of water.”

SISTERS [13/1/1797] (TL) – Lloyd’s List: Fri. 13/1/1797, No. 2889: “The Sisters, Parker, from Falmouth to Lisbon, is taken and burnt near Scilly.”

SISTERS [9/12/1801] (TL) – Times: Saturday, 19/12/1801, Issue 5293, Times: Tuesday, 22/12/1801, Issue 5295: Also; Morning Post, 21/12/1801: The ship, laden with oil and cod-fish, was wrecked in the Isles of Scilly with the loss of two of her crew. Lloyd’s List: Fri. 18/12/1801, No. 4213: She was on a voyage from Newfoundland, British North America to Poole, Dorset which adds; “master, Wise, some passengers that came in her very fortunately landed at Scilly the evening before the accident happened.”

SISTERS [12/1840] (PTL) – Morning Chronicle, Monday, 28/12/1840: “Scilly, Dec. 9: A ship's boat marked Sisters, Nicholas Jenkins, master, on the stern, came ashore this morning at Porthpeallic (sic) and went to pieces.”

SKJOLDULF [2/12/1916] (TL) (WL1) - On 2/12/1916, Skjoldulf, on a voyage from Cardiff to Marans with a cargo of coal, was sunk by the German Submarine UB-18 (Claus Lafrenz), 26 miles S1/2W from the Longship's light-vehicle. There were no casualties. Ref. wrecksite.eu

SKULDA [4/10/1864] (PTL) – Royal Cornwall Gazette, Friday, 2/12/1864: “The Norwegian brigantine Skulda, Tormessen, master, put into St. Mary's, Scilly, on the 4th of October last, in a leaky condition. The cargo, consisting of railway iron, was discharged, and the vessel was repaired, and hauled alongside the new pier to take the cargo on board, but the master not being satisfied with the berth, was on Friday evening hauling his vessel off some moorings which had been put down, and parted the rope. The anchor was let go, but the vessel drifted to leeward, and on Saturday morning came ashore at Porth Mellon beach. She has received serious injury to her bottom, and is filled with water.” WoS & SI have Swedish brig.

SOLA [24/10/1916] (TL) (WL1) - On 24/10/1916, Sola, on a voyage from New York to Le Havre with general cargo, was sunk by the German Submarine U-69 (Ernst Wilhelms), 82 miles west of the Bishop Rock Light. There were no casualties. Ref. wrecksite.eu

SOLACE [27/3/1839] (TL) – Morning Post, Tuesday, 2/4/1839: “Scilly, March 29: The Solace, Barrett, from Lisbon to Plymouth, struck on a reef of rocks on the 27th ult., and soon after went to pieces, crew saved.” Royal Cornwall Gazette, 5/4/1839:

“Another shipwreck, but happily, unaccompanied by loss of life, took place here on the 27th ult., when the schooner Solace, Barrett, master, of and for Plymouth, from Lisbon, with wheat, got on a reef of rocks near the islet of Rosevear. The accident was owing to a thick fog, which prevented the light of St. Agnes from being seen. The crew, five in number, saved their cloths and other effects, and part of the cargo was also saved; but the vessel went to pieces the following day, there being a very heavy sea round the rocks, by which a boat belonging to St. Agnes was capsized, but the men who were in her saved themselves by swimming. – It is high time that a plan, which has often been suggested to Trinity House, and to the Government, should be acted upon; and that buoy-bells, or some more eligible contrivance, should be used to warn vessels of their danger in approaching the Western Rocks of Scilly in thick and stormy weather.” Lloyd’s List: 1/4/1839, No. 7820. WoS page 50-51.
SONNE or DIE SONNE [22/1/1868] (TL) - Cornish Wreck, Scillonian Pilots Lost.
Times: Friday, 24/1/1868, Issue 26029:
“Penzance January 22: The bark Sonne (Die Sonne) of Pillan, from Cardiff for Barcelona, was totally wrecked on Prad [Prad] Sand to-day; Master and seven men drowned, also two pilots from Scilly.”
Also; Royal Cornwall Gazette 30/1/1868.

SOPHIA [25/11/1783] (TL) – New Lloyd’s List: Tues. 9/12/1783, No. 1523: “The Sophia, Sandland, from Wyburg to Liverpool, is lost at Scilly; Part of the Cargo is expected to be saved.”
There appears a little later an auction Thursday 8/7/1784 advertised in the Sherborne Mercury.
See WoS, page 111.

SOPHIE [15/12/1896] (Sal) – Cornishman, Thursday, 17/12/1896:
“The Lady of the Isles towed into St. Mary’s, Scilly, on Tuesday forenoon, the Norwegian barque Sophie, of Fredriksstad, laden with coals, discarded and abandoned. She was first seen by Tresco men, who dispatched the lifeboat to her assistance. The crew seem to have left hurriedly. There was a clock working, and the table was laid for a meal. In the galley the coffee pot was on the range. A dog was on board.”
Note: Her salvaged bilge pump can still be seen between the hills on Teän Island where it was once in use to draw up fresh water on that island.
Lloyd’s List: 15; 18; & 24/12/1896. Nos. 18,497; 18,498 & 18,489.

SOUTH POINT [12/6/1917] (TL) (WL1) – South Point, 4,258 gross tons, defensively armed, 11/6/1917, 30 miles SW ½ S from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net

SS South Point was a 4,258 gross tons, defensively armed British Merchant steamer. On the 11/6/1917 when 30 miles SW ½ S from Bishop Rock, Land’s End she was torpedoed without warning and sunk by German Submarine UB-32. Formerly called Albert Hall, in 1916 when purchased from Nicholl Steam Ship Co., London and renamed South Point. Ref. wrecksite.eu Reported in SI.
British Merchant Ships Sunk by U-Boats, 1914 to 1918, page 98.

SOUTH WALES [24/6/1917] (TL) (WL1) - 3,668 gross tons, defensively armed, 24/6/1917, 128 miles West from Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost.
Ref. naval-history.net

SOVEREIGN [30/11/1871] (TL) – London Evening Standard, Tuesday, 26/3/1872:
“The board have also awarded a binocular glass to Captain J. M. Richardson of the American ship Anna Decatur, in acknowledgment of his humane services to the master, mate and three seamen of the schooner Sovereign of London, whom he rescued from the wreck of the vessel about 30 miles west by south of the Scilly Islands on the 30th November last, and landed on the 15th January, 1872, at Boston, United States.”

SQUIRREL [16/12/1773] (TL) – New Lloyd’s List: Tues. 28/12/1773, No. 497:
“The Squirrel, French, from Lisbon to Dublin, was lost the 16th ult. off St. Martins; the Crew saved.”

SQUIRRELL [9-10/9/1585] (TL) – Part of the fleet on the voyage home from an attempt to find the North West Passage to Cathay. See Section 8, Part 2.

SPECULATOR [4/12/1824] (TL) – Lloyd’s List: 7/12/1824, No. 5967:
“The Speculator, Hodge, of Plymouth, from Viana to Liverpool, whilst lying to on the 4th ult. capsized in the Atlantic Ocean 30 leagues (90 nautical miles (170 km)) west south west of the Isles of Scilly. The Master and 3 Men drowned. The Mate and 2 men were rescued by Sisters (Norway).”
Also; Caledonian Mercury Issue 16121, 13/12/1824.
Morning Post, 11/12/1824 has Speculator and that the mate, Francis Wilson, and seamen, William Philips & William Mudge, were saved.

“Speedwell, of London, from Jamaica for London with rum and sugar, was lost on the Seven Stones. The crew were saved.” No other references found.

SPEEDWELL [11/12/1815] (DNR) – Caledonian Mercury, Saturday, 23/12/1815:
“The Speedwell, Godfree, from Teignmouth to Dublin, put into Scilly on the 11th inst. leaky.”

SPENCER [4/1838] (TL) - Morning Chronicle, Thursday, 19/4/1838:
“Newport, April 17: A vessel, polacca (or polacre*) rigged forward and schooner aft, on her beam ends, supposed to have capsized in a squall, was passed yesterday off Scilly by the John and Rebecca, from Fowey.”
Morning Chronicle, Friday, 20/4/1838:
“Newport, April 17: The vessel seen upset off Scilly is supposed to be the Spencer, Wynn, of Cardigan, from Ireland.”
*Brig peculiar to the Mediterranean.
SPRAYCOMBE [2/1808] (PTL) – Morning Post, Tuesday, 23/2/1808:
“We sincerely hope this rumour may prove unfounded. The Spraycombe, from Bristol to this port (Plymouth, Feb. 20), is stranded on one of the Scilly Islands, her cargo is much damaged.”
The Royal Cornwall Gazette, 27/2/1808:
“was on shore some time since, but her cargo is saved, though damaged by the sea.”

SPRIGLTY, Saga of:
Times: 28/4/1840 - 'Horrible Attempt at Murder'. Two very violent, Royal Navy deserters, Robert Reed & Bill Johns (alias Samuel Bailey) attempted to murder the Captain (James Newton), Mate, and Cook with an axe when the ship was off Scilly. Full story in the Times.

SPRING FLOWER, Saga of [2/11/1825] (AD) (PTL) – Lloyd’s List: Tues. 8/11/1825, No. 6062:
“The Spring Flower, Thompson, from Memel to Milford, was driven on shore near this place (Padstow) last night, during a tremendous Gale at N.W. and it is feared will be wrecked. The only Seaman on board (Peter Proctor) reports that the Master and the rest of the Crew abandoned her in the morning.”
Lloyd’s List: Fri. 11/11/1825, No. 6063: “The cargo of the Spring Flower, is discharging; it is feared the vessel will go to pieces; her long-boat has been picked up near New Quay, and it is feared the Master, with part of the Crew who accompanied him, are drowned.”

Drogheda Journal reports that the Spring Flower struck the Seven Stones at 5pm, 2/11/1825 and filled. Sometime around midnight she went on her beam ends, and the master and seven men took to their boat, leaving one man named Peter Proctor on board because of the heavy seas preventing him getting on the boat. Later on, the fore and main masts broke away, the vessel righted and drifted N.E. into Polgerth Bay near Padstow. The ship’s boat was found at Newquay empty.

STAG [21/12/1804] [DNR] - Lloyd’s List: Fri. 28/12/1804, No. 4178:
“The Stag, Thompson from Liverpool to Plymouth, was dismasted at Scilly 21st inst.”

STAG of Scilly [6/1833] (TL) (LV) – Caledonian Mercury, Monday, 17/6/1833:
“Newport, June 10: The Stag, Pridox, of Scilly, in heaving out from the wharf to-day, caught the ground and sunk.”

STANDARD [12/1831] (AD) – Caledonian Mercury, Thursday, 22/12/1831:
“The Standard, of Whitby, was fallen in with on the 15th inst. abandoned about 30 miles north of Scilly, with foremast and bowsprit gone.”

STANLEY [11/3/1891] (AD) (PTL) – Manchester Courier and Lancashire General Advertiser, Saturday, 21/3/1891: “The schooner Fanny, of Beaumaris, was towed into Hayle on Sunday, having on board the crew (five in number) of the schooner Stanley, of Great Yarmouth, Pearson master, abandoned on Wednesday morning week off Scilly. The captain stated that his ship, which was nine years old, left Yarmouth about three weeks ago with flour for Cardiff. On Tuesday morning the ship, being about 40 miles off Scilly, was struck by a tremendous sea, which knocked her on her beam ends and swept everything off the deck. The captain was washed overboard, and was with difficulty got on board again, while an able seaman was thrown against the rigging and seriously injured. On Wednesday morning they sighted a schooner, which came within four miles and bore away again. Captain Pearson then decided to abandon the vessel, which was in a sinking condition, and with great difficulty the boat with blankets and old canvas was patched, but on getting afloat she made such an amount of water that it was determined to pull after the vessel. After battling with the waves for some hours they overtook her, and the poor fellows were taken on board the schooner in a most exhausted condition, their little boat at once sinking. The schooner was the Fanny, of Beaumaris, Lewis master, from Bangor to Bremen with slate. Captain Lewis, who was also laboring under great difficulties, treated them with the utmost kindness. The crew were at once taken charge of by Mr. H. Thomas, agent for the Shipwrecked Mariners Society, and forwarded to their homes.”

STEPHENSON [1/1781] (WL) - Derby Mercury, Friday, 26/1/1781:
“The Stephenson, Lambton, from Bristol to Newcastle, is arrived at Scilly, after being taken andransomned by a French Privateer. Captain Lambton was killed in the Engagement.”

STORMONT [4/1790] (TL) – Lloyd’s List: Tues. 27/4/1790, No. 2189:
“The Stormont, Thompson, from Cette to Guernsey, foundered off Scilly; the crew saved.”

STAVELY [c.1728] (TL) - Newcastle Courant Saturday 24/2/1728, page 1.
“Bristol, Feb. 10. The ‘Stavely’ of this place, Capt. Mynard, bound to Cadiz, was lately lost on the Rocks of Scilly, and we hear had 125 hogheads of Tobacco on Board.”

STRATHISLA [1880] (AD) (Sal) - Times: Monday, 11/10/1880, Issue 30009:
“The schooner Strathisla, Captain Dimond, from Port Talbot for Plymouth, with coals, encountered a heavy gale last Wednesday, lost all sails, became very leaky, and was abandoned with five feet of water in her hold, on the west of Scilly. The crew were landed at Penzance, but the vessel has been found by two pilot cutters, who are trying to get her into Scilly.”

According to IOSM, “the Scilly Magistrates awarded £48 to the gig Bernice, and the pilot cutters Atlantic and Presto for towing into port on the 10th, the derelict Strathisla, Port Talbot to Plymouth with coal. £15 has also been awarded to the pilot cutter Agnes for picking up the crew.”
STRATHNAIRN [15/6/1915] (TL) (WL1) - Times: Thursday, 17/6/1915, Issue 40883:
“The Glasgow steamer, Strathnairn, torpedoed 25 miles W Scilly, 22 lives lost. The second officer and 10 Chinese members of the crew of the Glasgow steamer Strathnairn, the sole survivors of 33 officers and men, were landed at Milford Haven yesterday afternoon, the vessel having been torpedoed by a submarine 25 miles west of Scilly.”

Very comprehensive detail in this article. More detail available.
Also; Good detail in Dumfries and Galloway Standard, Saturday, 19/6/1915.

Strathnairn, 4,336 gross tons, 15/6/1915, 25 miles N by E from Bishop and Clerks, torpedoed without warning and sunk by submarine, 21 lives lost including Master. Ref. naval-history.net.

Good detail with references in SI.

SULTANA [24/3/1853] (TL) – Montrose, Arbroath and Brechin Review, Friday, 1/4/1853:
“Scilly, March 28: The Hambrough schooner Sultana, from Baltimore, was totally lost here on the 24th inst. Crew drowned.”

West Kent Guardian, Saturday, 2/4/1853: Adds;
“It appears that with snow falling she was lost on rocks near St. Martins, and not discovered for some time. Five or six bodies were recovered and taken to St. Mary’s. Quite a large amount of cargo was recovered.”


Crow Sound, WoS page 156.

SULTAN [11/2/1895] (AD) (PTL) – Cornishman, Thursday, 21/2/1895:
“French schooner Marie Berthia landed at St. Mary’s Scilly, on Sunday, the crew of the Swedish barque Sultan, from Cardiff for Rio, with coals. The crew, 18 all told, saved all their clothes and effects. The Sultan left Cardiff on the 9th, became very leaky, and, for fear of going down with a fast sinking barque, the crew were taken off on the 11th.”

Brief details in IOSM, SI & WoS page 28, all spelling her name Sultana.

SULTERTON [12/12/1809] (PTL) – Caledonian Mercury, Saturday, 16/12/1809:
“The Sulterton of Dartmouth, bound to Bristol, has been on shore at Scilly, and must be repaired before she can proceed.”

IOSM, similar report. Reported in SI as a total loss. See also Salterton.

SUMMER [18/11/1808] (DNR) – Public Ledger and Daily Advertiser, Tuesday, 27/12/1808:
“Scilly, Dec. 15. – The schooner Summer, of Boston, Benjamin Waine master, from Lisbon, laden with wine and cork, bound to Plymouth, is under the necessity of taking out her cargo, or a part thereof, into lighters, to lighten the vessel, that she may float off from high water mark, at the Island of Trescoe, whither she was driven in a gale of wind on the 18th of November last.”

Also; Caledonian Mercury, Saturday, 17/12/1808:
“The Summer, Waine (Wane), from Lisbon to Plymouth, run on shore at Scilly 28th ult. and must discharge.”

SUN [1620] (TL) - Calendar of state papers East Indies China and Japan Vol. 3 1617-1621.
Court minutes of the East India Company (EIC), Jan 26th 1620.
“Letter read from Nathaniel Martyn from Scilly, endeavouring to excuse himself for the casting away of the ‘Sun’ and lay the imputation upon Sir Thomas Dale, in leaving his ship and making the Clove Admiral.”

SUPPLY [1617] – (PTL) ‘Damaged’ in 1617 somewhere amongst the Western Rocks. An English East India Company (EIC) ‘Pinnace’, homeward bound from the Far East, 50 crew, carrying passengers and spices. There is some doubt as to whether or not she was a total loss, since EIC records in the British Library collection mention a Supply of 1621. However, the National Research Archive below puts her in Scilly about the correct time.

Pinnace, 50 crew. Voyages:
(2) 1620/1 Batavia. Downs - Batavia Nov 1621 - 14 Jan 1622 Amboina - Banda - Batavia – “laid up in 1623, rotten.”

SUPPLY (James) [1619] - Calendar of state papers East Indies China and Japan Vol. 3 1617-1621.
“C. M. B. iv. fo. 464) that, at a Court of Committees held on December 3rd, 1619, certayne Ires... containing accounts of the bad weather & of the narrow escape from shipwreck of the James written from Silley by M Quoitmore, M Bennet, M Hawkeridge, and M Totten, from aboard the little James and Suplye, in the road of Silley, bearing date the 22d of November last, were nowe red.”

Also; December 4th page 327. Chamberlain to Carleton:
“Our East India ship that touched at the Scillies hath been driven aground there by foul weather, but the men and goods saved, though no doubt with great loss.”
Also; Court Minutes of the East India Company (785) December 13-15. Letter read from John Totten, Master of the Supply, from St. Mary’s in Scilly, concerning the state of his ship and the James weather bound there; other letters from Cotymore and Abrah, Jennyns on the same subject.
This incident has previously wrongly reported as the wrecking of the ‘Supply’ when in actual fact it happened to one of the other ships involved called the ‘James’ It appears that, although initially driven aground here, the James also escaped wrecking too. Here is another narrative from page 327, in the same papers as above, that proves this to be the case: “Letters read from Quoitmore, Bennett, Hawkeridge and Totten from aboard the Little James and Supply in the road of Scilly with accounts of extremity of weather and the narrow escape of the’ James’ from shipwreck.” WoS page 53.

SUPPLY [10/1817] (DNR) – Lloyd’s List: Tues. 14/10/1817, No. 5220:
“The Supply Transport, Walker, from Plymouth to Milford, put into Scilly very leaky, having struck the Runnel Stone.”

SURINAM [2/3/1858] (DNR) – Morning Post, Tuesday, 9/3/1858:
“The Surinam (barque), of Newcastle, Gibson, from Swansea to London, with coals, was assisted in here to-day and run on the ground within the pier.”

“The Susan, from Havannah to Hamburch, was lost on the Seven Stones, near Scilly, on Monday night.” Lloyd’s List: 6/11/1827, No. 6270. More detail in IOSM & SI.

SUSAN [12/1850] (DNR) – Royal Cornwall Gazette, Friday, 27/12/1850:
“Scilly: The Susan, Fishevick, which went on shore at Tresco on the 16th inst., has been got off, and brought into St. Mary’s Pier to discharge her cargo (coals), and repair. Her bottom is much injured.”

SUSANNA [8/1913] (TL) - Times: Saturday, 16/8/1913, Issue 40292:
“The Susannah, carrying nitrate, which was bound for Iquique to Falmouth, struck Annet Island on Thursday night during fog and was wrecked, but fortunately there was no loss of life. She was a vessel of 1,975 tons, built in 1892, and owned by G. J. H. Siemers and Co. of Hamburg. Her cargo, which is insured in London, is valued at about £30,000.”
Times: Monday, 18/8/1913, Issue 40293:
“According to further advices the wreck of the German ship Susanna at the Isles of Scilly, with a cargo of nitrate, the position of the vessel is only vaguely known. The captain states that the ship struck on a submerged rock in the neighbourhood of the Bishop, slid off, and foundered, probably in 40 fathoms of water. There is considered to be very little chance of salvage.”

The Cornishman, Thursday, 11/9/1913, tells how the wreck was discovered:
“The other day some crabbers at Scilly, in the course of their operations, approached very close to the Crim ledge in Broad Sound, when their attention was attracted by what they at first thought resembled a large patch of gleaming white beach beneath the surface of the water, and which they had never previously observed. On looking closer they saw the shaft of an anchor, and then realized that the gleaming white beach was the white painted side of the Susannah. They also found just peeping above the surface of the water the top of one of the vessel’s yard-arms. They reported the matter to the authorities, but when the latter visited the spot a day or two later, the sea was not sufficiently calm and clear to enable them to locate the wreck.”

Reports in SI & WoS page 61.

She lies on the seabed, keel upwards, in 25 to 30 metres near Zaintmans rock in position: N49-54-990: W006-27-130.

SUSANNAH [12/7/1858] (DNR) – Northampton Mercury, Saturday, 19/7/1878:
“Scilly July 12. – This Afternoon came in here the Susannah, Capt. Strange, from Bourdeaux, without any Masts standing, having been struck by Lightning Yesterday, which killed two of her Men.”

SUSANNAH [10/1808] (DNR) – Caledonian Mercury, Saturday, 29/10/1808:
“The Susannah, Winsharrow, from Teignmouth to Liverpool, put into St. Mary’s, Scilly, 19th inst., with much damage, having been on shore and thrown part of her cargo overboard. It is supposed she must unload to repair.”

SUSANNAH [8/12/1817] (DNR) – Lloyd’s List: 16/12/1817, No. 5238:
“The Susannah, Lewis, from London to West Port, put into Scilly 4th inst., in a very strong gale, and was driven on shore (Tresco) on the 8th.”

Royal Cornwall Gazette, Saturday, 20/12/1817:
“The Susannah, Lewis, is now under repair at Scilly, and will be ready for sea in a few days.”
Some additional information in IOSM & SI.

SUSANNAH / PROVIDENTIA [17/1/1833] (Col) (TL) - Hull Packet 1/2/1833, Issue 2515:
“The ship was in collision with Providentia (United Kingdom) off the Isles of Scilly and sank with the loss of all but three of her crew. She was on a voyage from Yarmouth, Isle of Wight to Bristol, Gloucestershire.”

Also; Morning Post, 28/1/1833: Master reported as Garwood. Mate and two crew saved. Waterford Mail has Susanna and the Providentia got into Scilly on the 18th for repairs.
SUSSEX [17/12/1885] (TL) - Times: Friday, 18/12/1885, Issue 31633:
“A dense fog prevailed on the Cornish coast yesterday, resulting in the loss of a steamer. About 7 o’clock the steamer Sussex, of London, bound from Baltimore for London with a general cargo and 200 head of cattle, ran ashore on Maiden Bower ledge, near Bryher Island, Scilly. It appears that at the time the fog was remarkably thick and it was almost impossible to discern anything. A sharp look-out was kept, but by some means the steamer must have got off her course. As soon as the disaster occurred, boats from Bryher put off, and the crew, numbering 43 hands, were landed. On examination it was found that the steamer’s stern was completely under at low water, and it is expected she will become a total wreck. All the cattle were drowned. It is possible a small portion of the cargo may be saved.

The Sussex was a relatively new vessel, having been built in 1883. She was 1843 tons’ net and 2795 gross register.”

Times: Monday, 21/12/1885, Issue 31635:
“A telegram dated Scilly, Dec. 18, 6.55 p.m., states that the salvage officer had visited the steamer Sussex at high water and found the stern immersed a third up the mizzen-mast and over the deck to the top gallant. The forecastle was upright, but believed the bottom to be all stoved in, as the swell running in forced itself up the fore hatch. The vessel is lying in a very exposed position in the hollow of a ledge of rock, which rise on each side. It is impossible to work the cargo except with small boats, and then only with difficulty and risk. The crews of 20 boats are scattered all over the islands saving as quickly as they can. About 2,200 pails of lard, 200 cases of canned meats, 25 bales of leather, 575 bags of flour, and four bullocks had been landed.”

Times: Thursday, 7/1/1886, Issue 31650:
“Wreck of the Sussex – Enquiry - Captain Ronaldson and Captain Pattison were the assessors. This inquiry into the stranding and the total loss of the Sussex on the 17th of December, off the Scilly Islands.

The Sussex was a steamship, built of iron at Newcastle in 1883; she was 300ft long, 40.3ft broad and 22.4ft deep. She had two engines of 275 horse-power combined, was rigged as a schooner, and registered in London. At the time of her loss she was the property of the Sussex Steamship Company, Mr. Alfred S. Williams, of 31 Lombard Street, being the manager. The vessel left Baltimore on December 2 last, with a crew of 36 hands, seven cattlemen, 250 head of cattle, bound for London. On the 13th, two good observations were obtained. Up to the 16th no further observations could be obtained. One was then taken but could not be relied on. The vessel was going at full speed till 8.15, when the engines were slowed. At 9.30 they were put at full speed again at the rate of 10 knots an hour. The weather was hazy. At 1 a.m. the course was altered from east-south-east-half-south to south-east by east. About 1.45 a.m. breakers were seen, the engines were stopped and reversed, but the vessel struck on the Seal Rock off Bryher, in the Scilly Islands. The boats were lowered and remained alongside till daylight, when the men landed, and were finally taken to Penzance. The Sussex became a total wreck, and only a few of the cattle were saved.

The Wreck Commissioner, in delivering judgment, said the casualty was due to the vessel having been set to the northward of her course. The courses set and steered were not safe and proper, nor were sufficient allowances made for well-known currents. If the master had taken a cast of the lead he would have known his position, and to that neglect the loss of the vessel was due. The vessel was 26 or 27 miles to the north of her course. The master had accepted the whole of the blame, and had done so very properly; but it was impossible to pass over his conduct. Taking into consideration the high character which he had hither borne, the Court suspended his certificate for six months, and recommended the Board of Trade to grant him a chief mate’s certificate during the time of his suspension.

Mr. W. R. M’Connell, appeared for the Solicitor to the Board of Trade (Mr. W. Murton); and Mr. T. H. Nelson for the master.”

Lloyd’s List: 17/12/1885, No. 15,078-9.
Excellent report in SI.
Cornishman, Thursday, 7/1/1886:
“To be sold by Auction, by order of the owners and underwriters, at the offices of Frances Banfield and Sons, Lloyd’s agents, Scilly, on Friday, 8th January, 1886, at Ten o’clock a.m., the Hull and Engines of the SS Sussex of London, 2795 tons gross, 1843 tons nett, built at Newcastle-On-Tyne in 1883, 275 horse-power nominal, 300 feet long, as she may them lie stranded on the Seal Rocks, Scilly, and immediately afterwards, all the materials salved from the said steamer, comprising cabin Furniture, boats, compasses, steel hawsers &c.”

Note: The Gig Sussex was paid for from money raised from the saving of life and salvage.
Location: N49.56.569: W006.23.271.
**SWALLOW** [8/1787] (DNR) – Hampshire Chronicle, Monday, 20/8/1787:
“Scilly, August 9. – The *Swallow*, Capt. Crosby, from Maryland, for a market, came in here under jury masts, and loss of her rudder, in a gale of wind the 4th inst., and had four men struck dead on the deck by the lightning, which lasted for six hours. She likewise had her shrouds scorched in such a manner, that they were obliged to lie to until they could have them repaired, and springing a leak at the same time, were obliged to throw 20 hogsheads of tobacco overboard.”

**SWALLOW** [22/12/1807] (TL) – Hibernian Journal, Wednesday, 23/12/1807:
“The *Swallow*, Paynter, copper ore, from Truro for Wales, foundered off the Land’s End. Captain Paynter and his crew were in a boat ten hours. The boat was three times nearly filled with water, but bailed out again. The mate, a stout young man, died of cold and fatigue, and was thrown overboard. When nearly perishing, the rest were providentially taken up by the *Louisa* tender, and landed at Scilly.”

Also; Lloyd’s List: 22/12/1807, No. 4213.

**SWALLOW HMS** [1/1808] (TL) – Dublin Evening Post, Saturday, 9/1/1808:
“It is reported that his Majesty’s ship *Swallow*, Capt. Milner, is lost near Scilly, and that all the crew perished.”

Followed by; “A sloop of war brig foundered in the storm, off the Land’s End, and all on board perished is supposed to be the *Swallow*.”

Also reported in the Belfast Commercial Journal, 9/1/1808: Saying that the *Swallow* was part of the outward-bound West India Fleet.

**SWANN** [1639] (FFU) – Reported in IOSM, page 10:
“Swann, of Topsham, was attacked near Scilly by two Turkish men o’ war but escaped by running ashore.”

No other reference found.

**SWIFT** [27/3/1831] – Liverpool Mercury, 8/4/1831:
“The *Swift*, Bond, hence for Rotterdam, got on shore at St. Helens, Scilly, on the 27th ult., but was got off without any apparent damage.”

**SWIFT of Scilly** [2/1839] (TL) (LV) – Exeter and Plymouth Gazette, Saturday, 2/2/1839:
“Scilly: It is feared, and apparently with too much reason, that the schooner *Swift* of this port, Capt. Thos. Edwards, perished in the late terrible gales near Liverpool.”

**SYDNEY** [c.4/11/1865] (RNR) – Glasgow Herald, Friday, 10/11/1865:
“Scilly: St. Mary’s, Nov. 6: Found on the 4th Nov., floating bottom up, a short distance from the shore, a six-oared boat, carvel built, painted inside and outside a pink or flesh colour, and a top streak or gunnel a faded blue or green colour, and having painted in white letters outside of the stern ‘Sydney’ of Glasgow. She has been some time in use, but is in very good condition, and does not appear to have been long in the water. She has been delivered into the custody of the receiver of wreck.”

**SYMMETRY** [1/1832] (M) (RNR) - Plymouth and Devonport Weekly Journal and General Advertiser for Devon, Cornwall, Somerset and Dorset, Thursday, 5/1/1832:
“Great fears are entertained for the safety of the *Symmetry*, Coath, of this port (Plymouth). She left Cork on the 14th Dec. and it is supposed she has been lost on the Scilly Rocks.”

**SYMMETRY** [4/2/1840] (TL) – Gloucester Journal, Saturday, 15/2/1840:
“The schooner *Symmetry* from Gloucester, for St. Michael’s, put back to St. Mary’s, Scilly, on the 30th ult. after having been 200 miles to westward of that place, and had experienced heavy weather!! On the 4th inst. she parted from her anchors in St. Mary’s Pool, and drove on the rocks of Carn Thomas and bilged. On the 9th she became a total wreck, and was sold by auction for 28l.”
‘T’ Entries

**TABASCO** [24/3/1879] (TL) – Bath Chronicle and Weekly Gazette, Thursday, 27/3/1879:
“The French schooner **Tabasco**, from Glasgow for Bordeaux, with coals, has been wrecked at Scilly.”

Lost near Chad Girt, White Island. See also **Tabasco**.

Also; Morning Post, Tuesday, 25/3/1879:
“The **Tabasco**, a French three-masted schooner, went ashore at St. Martin’s, Scilly, yesterday morning. The crew, partly English and partly French were saved. The vessel, a new one, left Glasgow 4 days ago laden with coals for Bordeaux.”


**TAMAR** or **TAMER** [15/11/1807] (TL) – Times: Tuesday, 24/11/1807, Issue 7213:
“Arrived the **Ceres**, from Cork, with provisions, last from Scilly; she brings intelligence that the brigs **Ann Langdon**, and **Tamar**, Bebbins (Bevins), both belonging to this port, were driven on the rocks of Scilly (Tresco) on Monday last, and totally wrecked; crews saved. They were both in ballast, bound to Ireland.”

Also Royal Cornwall Gazette, 24/11/1807 & Caledonian Mercury, Issue 13403.


**TAMPICO** [10/1907] (AD) (TL) – Western Times, Saturday, 26/10/1907:
“Lloyd’s report that the steamer **Indiania**, Fernandina for Rotterdam and Hamburg, on passing Scilly yesterday afternoon, signaled as follows:

British steamer **Tampico** abandoned in the North Atlantic. The crew are all on board the **Indiania**. The **Tampico** is a steel screw steamer of 2,986 tons gross, built at Sunderland in 1895, and owned by Messrs. Furness, Witty and Company, Ltd. She was bound from Baltimore for Rotterdam.”

Wreck location well off Scilly.

**TANCRED** [3/5/1848] (AD) (TL) – London Evening Standard, Monday, 8/5/1848:
“Scilly, May 4. – The **Tancred**, Oliver, of Sunderland, from Liverpool to Quebec, was abandoned on the 3rd inst., very leaky, and shortly afterwards foundered; crew saved, and brought to this place.”

Royal Cornwall Gazette, 12/5/1848 & West Briton 12/5/1848.

Detail in Sl. WoS has both **Tancred** & **Tanared** with a date of 4/4/1848? page 178.

**TASSO** [3/1822] (AD) (PTL) – Durham County Advertiser, Saturday, 16/3/1822:
“The **Tasso**, of South Shields, sailed from Miramichi about the 26th Nov. last and was board, water-logged, and abandoned by the crew, a little to the westward of Scilly, ten days since, by the Ceres, Dawson, from Jamaica, arrived at London. The **Tasso’s** foremost, and foretopmasts, were standing; the main-rigging carefully taken off the mast, and laying on the quarter deck; two anchors on the forecastle, the third in the starboard fore-chain; seem to have been in great distress when abandoned.”

**TELXINOI** [17/2/1872] (DNR) – Cornubian and Redruth Times, Friday, 1/3/1872:
“The **Little Western** has been awarded £150 for towing off the Greek brig (**Telxinoi**) which parted her chain and ran ashore on Crow Bar, on the morning of Sunday, the 18th ult.; and the pilot cutter £24 for taking off an anchor and chain.” See additional information in IOSM page 94.

**TARTAR** [7/4/1779] (TL) – New Lloyd’s List: Tues. 13/4/1779, No. 1049:
“The **Tartar**, Privateer of Penzance, foundered six Leagues off Scilly the 7th inst.; the Crew were taken up by a Fishing Boat, and carried into Penzance.”


**TERMAGANT** Prize: [10/1788] (TL) – Times: Monday, 27/10/1788, Issue 1155:
“Captain Salisbury, who commands the sloop of war the **Termagant**, has just taken another prize valued at above £2000, and in giving chase to a brig, supposed to belong to Jersey, she ran aground on the rocks of Scilly, where, in all probability she was lost.”

We guess it is prize that was lost?


**THADDEUS** [3/1843] (TL) – Northern Whig, Thursday, 16/3/1843, page 2:
“Kirkcudbright, March 12: The **Thaddeus**, Moore, from Cuba to Dundee, was lost, off Scilly; three of the crew drowned.”


**THAIS** [29/10/1815] (DNR) – Saunders’s New-Letter, Wednesday, 15/11/1815:
“The **Thais**, Appleby, from Swansea to Penzance, slipped her cables and ran on shore at St. Agnes, the 29th ult. but was expected to be got off?”

**THALIA** [6/1867] (DNR) – Recorded by IOSM from the Scillonian Customs Records, page 89:
“**Thalia**, a Greek vessel, was put ashore on the Queen’s Ledge accidentally by a local pilot but suffered little damage. Fourteen men from St. Martin’s stood by, who requested an award of £24, which according to the Custom’s Officer was ‘a preposterous sum’ seeing the men did nothing!”

171
THAMES | 4/1/1841 | (TL) – Leeds Times. Saturday, 16/1/1841:
“Dreadful Shipwreck. Loss of the Thames steamer on the Scilly Islands.
St Mary’s, Scilly Isles, 6th January 1841:
I beg the liberty of sending you an account of the total loss of The Thames’, steamer, of Dublin, which sailed from that port for Plymouth and London, on Saturday afternoon, the 2nd instant, with a general cargo, and sixty-five souls on board including crew and passengers, and, dreadful to relate, only four persons saved. From the evidence of the survivors, taken before the jury, summoned this day, to inquire into the death of those bodies found on shore, which, at present amount to nine men and one woman. It appears that the ship was a great way out of her course, and, when she made the Scilly light, mistook it for that of the Longship light at Land’s End. The seaman saved, says the light was in sight when he came on deck at 4 a.m. (of Monday the 4th instant), but how long the light had been seen previous he could not say, and that the other sailors said it was the Longships light; but about half an hour after she shipped a sea that filled her, and this stopped the engines; they then discovered the rocks around them, and that it must be Scilly; The captain had sail put on her, the ship became quite unmanageable, and about 5 o’clock struck on some rocks near the uninhabited island of Rosevere. A boat from St. Agnes, the nearest inhabited island, went to the ship at imminent risk and succeeded taking off the wreck a Miss Morris, one of the passengers and the two stewardesses. The boat dared not near the ship, fearing a rush from those on board; they had, therefore, to draw the females through the sea by a rope fastened around the waist, one end on board the ship, the other end the boatmen had. This was about half past eight o’clock a.m.; and shortly after a very heavy hail storm came on, when all hopes vanished of having any more assistance from shore. The flood set in, and the wind increased to a heavy gale, with very severe hail storms from the N.E. to E.N.E. The boat which had the survivors on board, and another boat attempting to make the ship, were both nearly lost; the former was not found till some hours, by a large pilot boat, when the people were taken on board, and the boat towed to St. Agnes. The scene of the wreck is about three miles to the N.W. of that island. The ship had only two boats; one was stoved in by the sea, the other some recruits got into and lowered her into the water, before any on board were aware of it; two gentlemen jumped for her, but jumped short, sank, and were seen no more; the recruits not being able to manage the boat, she filled, went down, and they also soon perished. Thus were sixty or seventy human creatures left without any means of saving themselves, and in such a dangerous place; three miles from any inhabited island, and, after nine o’clock a.m. no hope whatever of any assistance from the shore. The seaman saved states that about ten a.m., the quarter deck began to give way (all underwater forward), when the captain, with about twenty more, got into the main rigging. They were not long there before the mainmast went overboard, and all soon perished, either by drowning or killed by the fall. At this time there were many more on the quarter deck, when about eleven o’clock it was lifted up by a body by the sea and afterwards separated into several pieces; on one of which this sailor stood with seven more fellow creatures; four only besides himself reached the island of Rosevere, (a short distance from the wreck), the others were washed off whilst floating between the wreck and the shore; When the raft reached shore, they were all washed off by the heavy sea; the man saved fortunately got hold of a rock, held till the sea receded, and then scrambled a little higher up till he found he was safe; he then looked around for the others, but never saw them. He soon began to look for shelter for the night, when shortly he found a porter barrel; he knocked in the head and crept into it, otherwise he likely would have perished of cold; the night (Monday) was very severe. Next morning, by break of day, he was taken off, as were also the dead bodies of seven men and one woman; two other dead bodies were left that day (Tuesday 5th), in consequence of the wind freshening, and a heavy sea round the rocks. The two bodies left yesterday were brought to this island today (Wednesday), the other eight were brought yesterday. The stewardess recognized the bodies of Jack (the steward), a seaman, Griffiths, the stoker, name unknown, another seaman named Quin, or Quinlan, belonging to Dublin; another seaman, name unknown, and one recruit. The female was the wife of a soldier, who also perished, as did also the little infant, which the mother was suckling. The names of those saved are a Miss Morris, first cabin Stewardess; Mary Gregory, second cabin stewardess; and J Kearnes, seaman. Unfortunately for this shipwreck, all the large Pilot boats were high and dry when this would have been of vast service; for they had been afloat, they, early in the morning, - say from seven till nine o’clock, - in all likelihood, would have saved every soul, as they are large enough, and could have received the passengers and crew from the smaller boats, as they took them from the ship, but this could not have been done later than half past eight or nine o’clock. It has been a most heart rending shipwreck. The frantic cries of the sufferers could be heard occasionally at St. Agnes.
You are at liberty to make any use of this communication you please; only, if published, I should wish that my name be withheld. I have embraced the first mail leaving this for the main, after this melancholy occurrence, therefore this information will be as early as any.”
Letter from a Stewardess of the **Thames** written from the lighthouse on St. Agnes.

Lighthouse, Island of St. Agnes, Jan. 3rd 1841.

“My dear father & mother, -God in his mercy has spared me and Mary Gregory, and one more young lady, the name of Miss Morris.

I tremble to write, and be obliged to say the steamer **Thames** is gone to pieces. Captain Gray saved our lives, and, what shall I say? Must I say? He is gone, he may be alive, but if he is, he must surely be on the rocks and if it were pleasing to my good god, may he be spared. May he be spared to his family: his praise is beyond my pen, but to say that he saved our lives. As far as our state will allow we are receiving every kindness. The storm is so severe here that no boat can venture out. Pray for Captain Gray, I can say no more.”

**Times:** Tuesday, 12/1/1841, Issue 17565: Extensive Report.

**Times:** Thursday, 21/1/1841, Issue 17573:

**RNLI:** Gold Medal to Charles Steel, Inspecting Commander of Coastguards and silver medals to William Rowe, Patrick O'Neill, James Hyde and Barnard Hicks for the rescue of three persons.


NARRATIVE OF THE LOSS OF THE STEAMER **THAMES** ON THE ROCKS OF SCILLY

**Location:** N49 52 465: W006 24 069:

**THELMA** [1748] (TL) – Recorded in IOSM, page 21:

“**Thelma,** with salt petee, was lost.”

Very little to go on, nothing discovered in the archive.

**THEODORICK** [4/9/1839] (TL) - Times: Tuesday, 10/9/1839, Issue 17143:

“Wreck of the **Theodick** - Scilly, Sept. 6. – The **Theodick**, Scoble, from Mogadore to London, struck on a ledge of rocks to the westward of these islands, on the 4th inst., and sank. Crew saved and landed at Brixham.”

Lloyd’s List, 9/9/1839, No. 7958.

**THEMIS** [12/3/1845] (TL) – Evening Mail, Wednesday, 26/3/1845:

“The **Themis**, of Arbroath, from Galway to London, foundered off Scilly on the 12th ult.”

**THETIS** [29/10/1779] (TL) (WL) – New Lloyd’s List: Tues. 9/11/1779, No. 1109:

“The **Thetis**, Prize to the **Swallow** of Jersey, in her Passage from Ireland on the 29th ult. about 12 Leagues W.S.W. of Scilly, was attacked in the Night by a Privateer, and sunk; the Crew saved.”

Most other records spell the vessel **Theres**.

**THETIS** [Incident c.4/1807] – Stamford Mercury, Friday, 3/4/1807:

“Captain Maugham, of the **Thetis** brig, of Lynn, and two of his men, lately went on shore at St. Mary’s for some necessaries: On his returning to the brig in the Roads, the boat upset, and they all perished. The Captain has left a wife and four children.”

Also; Royal Cornwall Gazette, 18/4/1807:

“**Melancholy Accident:** - A letter, dated Scilly, April 14, states as follows: Captain Joseph Maugham (of the **Thetis**, of Lynn), and his two sailors; they were drowned here nearly five weeks back, and only yesterday were their bodies decrined on the surface, and but a short distance from the spot where they sunk. It happened as follows; in putting off from shore, after night, the wind blowing hard, and tide adverse, he missed his vessel in St. Mary’s Road, and was driven out to sea; but soon after day-light they rowed in close with St. Agnes Island, where the lighthouse stands, but being very cold, and probably nearly spent with fatigue of the night, made incautiously an attempt to land in a most dangerous place, and they were all drowned in sight of spectators who could render them no assistance. The Captain has left a wife and several children; his eldest son was at that time mate of his vessel. It is hoped that this melancholy accident may act as a serious warning on the minds of Masters of vessels in general (a circumstance most strongly required to be impressed on their minds), and deter them in future from remaining on shore at public houses after night, when there is a great risk of losing their lives in going to the harbours at other islands, or to their vessels in St. Mary’s Road. That accidents of this sort do not happen more frequently here is astonishing, so many hair-breadth escapes so often occurring.”

**THETIS** [4/1837] (PTL) (RN) – Public Ledger and Daily Advertiser, Thursday, 13/4/1837:

“The Danish brig **Elenora Sophia**, Ging, which arrived at this port (Cowes) in distress, will commence discharging her cargo tomorrow, being very leaky; this vessel picked up a boat about 18 feet in length, off Scilly marked **Thetis**, London’, inside ‘Ed Hough’.”

**THOMAS** of Bremen [6/2/1776] (TL) – New Lloyd’s List: Fri. 16/2/1776, No. 720:

“The **Thomas**, Rhode, from Bourdeaux to Hamburg, is lost at Scilly; Part of the Cargo saved.”

Case reported in ‘Court of the King’s Bench by Edward Hyde East Esq.

For the robbery of the salvaged cargo of the **Thomas** a Custom House Boatman from Scilly was deported for seven years. Reported in IOSM, page 30. The vessel recorded as a galliot, the master as Wilhelm Rhode and the cargo, coffee, indigo, sugar and wine.

Unfortunately, the name of the deported local boatman is currently unknown.
THOMAS [22/3/1825] (DNR) - Lloyd's List: Tues. 29/3/1825, No. 5998:
“Scilly, 22d March: The Thomas, Edwards, from Bristol to Plymouth, is just come into St. Mary's with loss of topmast and head of foremost.

THOMAS – [23/2/1833] (TL) [Sal] – Public Ledger and Daily Advertiser, Tuesday, 5/3/1833:
“Scilly, Feb. 26: The brig Thomas, of Fowey, laden with coals, Edward Nichols master, which struck on a reef of rocks near the garrison, called Woodcock's Ledge, admitted so much water, that shortly after coming to anchor, she sunk in seven fathoms. Her master and crew, some of whom climbed up the shrouds, were happily all saved by the crew of a row boat named the Beehive, of Tresco.”

Caledonian Mercury Issue 17466, 22/6/1833: “The ship struck Woodcock's Ledge, off St. Mary's, Isles of Scilly and sank. She was on a voyage from Fowey, Cornwall to St. Mary's. Thomas was re-floated on 11 June and beached.”

Times: Monday, 17/6/1833, Issue 15193:
“Scilly, June 11: The Thomas, which sank in St. Mary's-roads, has been weighed and brought in on the beach; she is to be sold to day by public auction.”

THOMAS & ANN [6/12/1816] (DNR) – Lloyd's List: 13/12/1816:
“The ship was driven ashore in the Isles of Scilly. She was on a voyage from Bideford to Plymouth, Devon.”

Caledonian Mercury, Issue 14832, 19/12/1816:
“The Thomas and Ann, Chudley, from Bideford to Plymouth, ran on shore at Scilly, 6th inst.”

THOMAS & SALLY [16/12/1812] (TL) – Caledonian Mercury, Saturday, 26/12/1812:
“The Thomas and Sally, Martin, from Waterford to London, was lost at Scilly 16th inst. Crew and two-thirds of the cargo saved.”

Also; Lloyd's List: 22/12/1812, No. 4730:
Listed; Butter, Bacon & Lard.

THOMAS & SARAH [19/3/1827] (Col) (FFU) – Morning Chronicle, Saturday, 3/3/1827:
“Scilly, Feb. 27: Thomas and Sarah, Harvey, from Oporto to Falmouth, was obliged to slip her anchor and cable last evening, in St. Mary's Road, and run for Grimsby, having been run foul of.”

THOMAS & WILLIAM [30/1/1801] (TL) - Times: Saturday, 31/1/1801, Issue 5018:
“The sloop Thomas & William, Jenkins, from Neath to Falmouth, is lost at Scilly.”

Similar reports; Bury and Norwich Post, 4/2/1801 & Lloyd's List: Fri. 30/1/1801, No. 4121:

THOMAS W. LAWSON [15/12/1907] (TL) - Times: Thursday, December 19, 1907, Issue 38520:
“A wreck, attended with the loss of 17 lives, occurred on Saturday morning off the Isles of Scilly. It was reported on Friday night that a large sailing ship was in difficulties in Broad Sound, and the lifeboats at St. Agnes and St. Mary's went to her assistance. It was found that the vessel was the American schooner Thomas W. Lawson, 5400 tons, bound from Philadelphia for London with case oil. She was anchored in a dangerous position, and the St. Mary's lifeboat, which had been dismantled, returned to obtain the assistance of a tug. The St. Agnes boat meanwhile, stood by with the object of rendering assistance. As the night wore on the wind blew with almost hurricane force, and the sea became very rough. One of the St. Agnes boats crew was taken ill, and it therefore returned to harbour, leaving W. Hicks, a Trinity pilot of St. Agnes, on board the ship. Hicks arranged to signal if the lifeboats were needed during the night, but no signal was observed. The schooner's lights were seen until 2 50 a.m. on Saturday, when they disappeared. It was thought that possibly the ship had slipped her cables and cleared the islands, but at daylight it was found that she had capsized and become a total wreck. The St. Agnes lifeboat went out and rescued the survivors, who numbered three, and were found on the island of Annet and the outlying Helweather rocks. They are the captain, George Dow, of Somerville: the engineer, Edward Rowe, of Boston: and one of the seamen named George Allen, who lived at Battersea. Allen died yesterday afternoon. The rest of the crew, numbering 15, and the pilot, were drowned. The captain had a broken wrist, and Allen was suffering from exposure and buffeting by the waves, Rowe was unhurt.

He states that the captain, mate, and pilot and himself were lashed to the mizen rigging when the mast fell. He jumped to the deck, and was washed overboard. The captain also managed to get clear, and they were both washed to the same rock half a mile from the wreck. The pilot seemed to be entangled in the wreckage. All had lifebelts on. Hicks, the pilot, leave a widow and nine children. Five bodies have been recovered, and three of them have been identified – those of Mark Simpson; cabin boy, Brooklyn; George Bolinke, a German; and Victor Hansell, a Swede, fireman. The inquest will open to-day. It appears that the captain was found on the Helweather Rock he was injured and unable to swim to the rope thrown from the St. Agnes boat. The captain was helpless, and of the four men who attempted the rescue Hicks (from the lifeboat) alone could swim. Without hesitation, and fully dressed in his oil skins and sea boats, Hicks sprang into the water a carried a rope through the breakers and among the jagged rocks to the helpless man. Upon reaching the captain he made fast the rope to him, and stopped on the rock until the captain was safety lifted into the boat before he himself returned. Darkness was coming on at the time and the tide was rapidly rising.”

174
“An inquiry was held at St. Mary’s, Isles of Scilly, yesterday, on behalf of the National Lifeboat Institution respecting the wreck of the Thomas W. Lawson last Friday night, when one of the lifeboat men was drowned, as well as 16 of the crew of the vessel. Mr. Dorrien-Smith presided, and Lieutenant Rowley, R. N., district inspector, attended on behalf of the institution. The question of the abandonment of the ship when one of the crew of the St. Agnes boat was taken on board was fully inquired into, and the conclusions arrived at were that everything that could be done was done by the lifeboats. It was pointed out that the St. Agnes boat omitted to inform the boat at St. Mary’s that they had been forced to leave, but the opinion was expressed that even if the message had been sent the St. Mary’s boat could not have reached the wreck on account of the very severe weather. The brave conduct of F. C. Hicks, the son of the drowned pilot, in the rescue of the captain of the schooner is to be brought to the notice of the lifeboat institution with a view to the medal of the institution being conferred on him. Two more bodies were recovered yesterday.”

Times: Wednesday, December 25, 1907, Issue 38525:
Mr. T. Algernon Dorrien-Smith, writing from Tresco Abbey, Isles of Scilly, makes the following appeal: “We have formed a committee on these islands for the relief of the widow and family of W. T. Hicks, pilot and lifeboatman, who lost his life in the execution of his duty, at the wreck of the American seven-masted sailing ship Thomas W. Lawson on December 14. The tragic details have been fully reported in your paper. He leaves a widow and a family of nine. She and the four youngest, aged 16, 15, 12, and 7 were dependent on his earning for their support. Contributions will be gratefully received by me, or by Barclay and Co. bankers (Scilly Branch).”

Times: Friday, 10/1/1908, Issue 38539: “RNLI – A meeting of the general committee, held yesterday, was presided over by Sir Edward Birkbeck. The sum of £200 was voted, with an expression of the committee’s sympathy, towards the fund raised locally for the benefit of the widow and dependent children of W. T. Hicks, a lifeboatman, who lost his life on board the seven-masted schooner Thomas W Lawson, wrecked at the Scilly Isles on December 14, 1907. The silver medal of the institution was awarded to Mr. Frederick C. Hicks for gallantry saving the captain of the vessel on the same occasion.”

Times: Tuesday, 8/9/1908, Issue 38746: “The Board of Trade have received, through the Foreign Office, a gold watch and chain for Fredrick E. Hicks, and gold medals for Osbert Hicks, William Trenary, Obadiah Hicks, Grenfell Legg, Frederick Hicks, William C. Mortimer, junior, and Israel Hicks, junior, boatmen, of St. Agnes, which have been awarded to them by the President of the United States in recognition of their services in rescuing the survivors of the crew of the American schooner Thomas W Lawson of Boston, which was wrecked off the Island of Annet, Scilly, on December 14 last.”

The Last Piece of England off the Island of Annet, Scilly, on December 14 last. The tragic details have been fully reported in your paper. He leaves a widow and a family of nine. She and the four youngest, aged 16, 15, 12, and 7 were dependent on his earning for their support. Contributions will be gratefully received by me, or by Barclay and Co. bankers (Scilly Branch).”


THOMASINA [27/12/1869] (TL) – Gore’s Liverpool GeneralAdvertiser, Thursday, 6/1/1870:
“Thomasina, from Newport for Kingstown, foundered forty miles north west of Scilly, 27th Dec.”

THORNLIBANK [28/11/1913] (TL) - Times: Saturday, 29/11/1913, Issue 40382:
“Early yesterday morning the Thornliebank was wrecked on the Crim Rock, Scilly. The Thornliebank belongs to Messrs. Andrew Weir and Co., and so is British owned, but had she arrived in port she would have been bought by Norwegian owners. It is understood that Messrs. Weir are gradually replacing their sailing ship tonnage by steamers, to be transferred to Norwegian owners or to be wrecked now seems to be the fate of many British ships. The Thornliebank was uninsured. She was a steel ship of 2,105 tons, built by Russell and Co. at Port Glasgow in 1896. The crew of the Thornliebank were saved. They took to a ship’s boat, which was picked up by a lifeboat (Charles Deere James of St. Agnes) and towed into St. Mary’s. Yet the cargo of nitrate from Pisagua was valued at £31,000., and was insured to the extent of 75 per cent in Liverpool and 25 per cent in London. The cargo will not be the first to be lost in the neighbourhood of the Lizard and the Scilly Isles” (Article continues on the subject of lost nitrate ships)

Times: Saturday, 31/1/1914, Issue 40435: “A Wreck Off the Scillies: Light and Signal Changes. The Thornliebank was built at Port Glasgow in 1898, her net tonnage being 1,969. She was owned by the Bank Line (Limited), of Glasgow. On August 20 last she left Pisagua with a crew of 25 hands, and 3,082 tons of nitrate, bound to Falmouth. On November 24 a dense fog came on, and on November 27 a passing steamer in answer to the master’s inquiry, gave him the position as longitude W 7.35 and latitude N 49.24, which differed from the position worked out by dead reckoning. A cast of the lead at 5 p.m. gave 68 fathoms, and the master assumed that he was near the French coast. At 9.30 p.m. a light was seen, and soon afterwards a fog signal was heard, and then a red light was seen on the starboard bow. The master was puzzled about the lights and the fog and the fog signal, and after consultation with the chief mate came to the conclusion that the light was Ushant.

175
Shortly after 5 a.m. breakers were seen ahead, the vessel struck on the Crim Ledge, and begun to settle down. The crew had to take to the starboard boat, and nothing was saved except the ship’s register. The fog lifted at daylight, but the ship was no longer to be seen. A sail was hoisted and about midday the crew were picked up by a lifeboat from St. Agnes and taken to St. Mary. The Bishop Rock light has been recently altered and a notice issued of the alteration, but the captain said he had not received this notice. A new fog signal was fixed on Round Island on September 4 last and notice was given, but the master had previously left this country with his ship. The master attributed the disaster to the change in the light and to his having no information about the fog signal."

Note: There is no mention here of the master’s name in either of these reports.

Times: Thursday, 5/2/1914, Issue 4043: ‘Sailing Ship Master Censured’.

“Captain Thomas Thomas, master of the Thornliebank of Glasgow for not having acquainted himself to a change of light signals on the Bishop.”

More detail in this issue if required. The article definitely names the master as Captain Thomas Thomas. However, IOSM page 118, WoS page 61 & the SI all state the Captain /Master was a G. E. Crosby; this needs to be checked. Lloyd’s List: 4/12/1913, No. 23,764.

The bell was discovered by a diver in 1988, engraved ‘Thornliebank’. (Illustration in WoS.) Also positively identified by the authors from the brass boss cover of a Helm marked ‘Thornliebank’. GPS: N49-53-813. W006-27-126.

THREE SISTERS [15/4/1777] (TL) – New Lloyd’s List: Tues. 29/4/1777, No. 845:
“Scilly: The Three Sisters, Cruize, from Liverpool to the Baltic, is lost.”

IOSM page 30 has additional information. “Three Sisters, of Rigwald, Pomerania, master John Cruse, from Liverpool to the Baltic with salt, ran on some rocks and was lost. Her master and crew, ten in total, saved themselves in their own boat.”

THREE SISTERS [c.3/1781] (DNR) - New Lloyd’s List: Tues. 27/3/1781, No. 1253:
“The Three-Sisters, Crosby, of only eight Six-pounders and 10 Men, besides the Captain and four Boys, is arrived at Scilly from Bristol in a shattered Condition, after engaging a Privateer of 18 Six-pounders near three hours, and beating her off: Capt. Crosby had two of his Men wounded in the Engagement.”

TICINA [30/12/1869] (TL) – The original report appears to be IOSM page 91. Ticina, a French barque carrying oil nuts, drove ashore in a storm at Porthloo and was wrecked.

Reports in SI & WoS page 106. Original reference not found.

TISIPHONE [11/1792] [FFU] – Kentish Gazette, Friday, 16/11/1792:
“A report is current here that the Tisiphone, Capt. Hunt, is ashore near Scilly. – No particulars have transpired. We give this merely as a report, and trust it is void of foundation.”

No confirmation or denial found.

TOANUI [11/6/1913] (TL) – Cornishman, Thursday, 26/6/1913:
“Further evidence tending to establish the disaster to the Toanui off the Land’s End is almost daily coming to hand. The fishing boat Breadwinner, of Newlyn, when two miles E. by N. of the Wolf Lighthouse picked up a circular lifebuoy marked ‘Toanui, Glasgow’ and brought it to Newlyn. When thirty miles W. by N. of the Bishop Lighthouse, a Mousehole fishing boat picked up a circular lifebuoy marked ‘Tattella’. The Tattella is an oil tank steamer.”


Reports in SI & WoS page 171.

TOBASCO [24/3/1879] (TL) – Pall Mall Gazette, Monday, 24/3/1879:
“Lloyd’s agent at Scilly telegraphs this morning: - A three-masted iron schooner from Cardiff, coal laden, said to be English, with a mixed crew, partly English and partly French, is reported ashore at St. Martin’s (crew saved); name unknown at present.”

A later telegram from Scilly states that Lloyd’s agent had just received information by carrier pigeon that the vessel wrecked at White Island is the new French three-masted schooner Tobasco, from Glasgow for Bordeaux, laden with coals. She left Glasgow four days ago.”

Detail in IOSM & Excellent report in S. Listed in WoS only, see Tobasco.

Cornish Times 22/4/1879.

TOLEDO SS [20/8/1898] (TL) - Times: Tuesday, 23/8/1898, Issue 35602:
“The crew of the steamship Toledo, of Sunderland, which was wrecked on the Isles of Scilly during a dense fog on Saturday afternoon, were landed at Penzance yesterday. The vessel was from Galveston with a cargo of wheat and oil-cake. She struck bow on with terrific force, and her bottom must have been torn right away to the engine-room, for she at once began to fill. The crew had to leave her at once without their effects, some of them being in their sleeping cloths. A lifeboat and gig were launched, and as the last man stepped off the ship her decks were almost flush with the water and she immediately afterwards went down in deep water. The men remained in the boats until they were found by some fishermen, who took them to St. Mary’s, Scilly. Yesterday they were sent to their homes in Sunderland and South Shields.”
Cornishman, Thursday, 13/10/1898:

“We hear that Mr. Thomas Bragg, diver on the Chase, who has been working on the wreck of the Toledo, in 25 fathoms of water, in the N.W. passage at Scilly, succeeded, on Sunday last, in the removal of both masts, and no fear need now be entertained by navigators when taking their ships through.”

Lloyd’s List: 26/8/1898, No. 19,046. (Also 22/9/1898)

Good reports in SI & WoS page 122.

**TOMANTO** [1809] (M) (PTL) – Lloyd’s List: Fri. 24/3/1809, No. 4338:

“The Tomanto, Scarpato, from Sicily to London, arrived at Scilly in January, from whence she sailed 24th of that Month, and has not since been heard of.”

**TONKIN** [13/4/1874] (DNR) – Reported as ‘foundered’ in IOSM.

Western Mail, Monday, 20/4/1874: “Plymouth, April 16: The Tonkin, Capt. Giles, from Cardiff, for Dakar, has put in here with the loss of bulwarks, stanchions, sails, topmast, and other damages.”

**TORCELLO** [15/7/1917] (TL) (WL1) - 2,929 gross tons, defensively armed, 15/7/1917, 160 miles SW by W from Bishop Rock, torpedoed without warning and sunk by submarine, 1 life lost.

Ref. naval-history.net

**TORPEDO BOAT No. 76 DINGHY** [28/7/1901] (PTL) – Dundee Evening Post, Monday, 29/7/1901:

“A Scilly correspondent telegraphs that the dinghy from the torpedo boat No. 76, was capsized on Sunday evening in St. Mary’s roadstead while returning to the vessel. Three men were aboard the dinghy, and all were thrown into the water. Two men were picked up by a steam launch from HMS Hecla, but the third, a chief petty officer, was drowned.

*The survivors were in a very exhausted condition.*


Excellent reports in IOSM, SI & WoS pages 158-162.

‘The Wreck of the Torrey Canyon’ by Crispin Gill, Frank Booker & Tony Soper.

Published by David & Charles, 1967.


“The Bow Street, London, Magistrate yesterday heard the depositions of Captain Anthony Starkey, sole survivor of the steamer Tortington of Cardiff, sunk by U-SS5 (Captain Wilhelm Werner) in April, 1917, off the Scilly Isles, thirty-four lives being lost. – The vessel, which was proceeding from Gibraltar to Barry Roads, was struck by a torpedo, and the submarine afterward opened fire on the Tortington. Captain Starkey and the crew were taken on board, the former being taken below. The submarine was submerged, and the British sailors on deck were washed off and drowned. While Captain Starkey was prisoner two other vessels were torpedoed in the same manner, and the crew disposed of similarly.

The captain was sent to Germany, and came back at the end of the war and told his story.”


More detail available.

**TRALEE TRADER** [19/12/1971] (TL) – Times: Monday, 20/12/1971, Issue 58,355:

“The 700-ton coaster Tralee Trader, bound from Rotterdam to Cork, sprang a leak and sank in mountainous seas 10 miles off Land’s End. The crew of five including the cook, Miss Rosemary Daulton, aged 19, took to the ship’s boat and were picked up by the Dutch Trawler Petronella.”

They were landed at Newlyn.

**TRAVELLER** [4/1836] (DNR) – Public Ledger and Daily Advertiser, Tuesday, 5/4/1836:

“Scilly, March 3: The Traveller, Momsoon, from Cork to London, was forced from her anchors in St. Mary’s Pool, during a violent squall, on the rocks of Carn Thomas, but was assisted off the following morning, with damage, and brought to St. Mary’s Pier; cargo discharging.”

Lloyd’s List: 20/12/1971.

**TRIGNAC** [19/2/1892] (TL) – Western Gazette, Friday, 26/2/1892:

“The French steamer Trignac, from Newport, for St. Nazaire, with coals, foundered during the gale on Friday, twenty miles north-east of Scilly. Part of the crew, including the captain, were saved by the Mostyn, and were landed at Falmouth. The cook, stoker, and cabin boy were drowned.”

Belfast News-Letter, 23/2/1892 has additional detail: “The vessel, with a crew of twenty, left Newport on Thursday last with coals. She encountered the most furious gale that Captain Boutard had known in thirty years’ experience, and at length sprang a leak. The water gained upon them so rapidly that five minutes after the captain, his four officers, and men had crowded into two boats the steamer sank, taking down with her the cook, fireman and cabin-boy. The occupants of the boats were most of them nearly naked, and experienced fearful privations for several hours, when they were observed by the schooner Mostyn and the crew being taken on board, were landed at Falmouth to-day.”

SI & WoS have a date of 1891, in 1892 they have the name Erignac.

Detail in SI & WoS page 170.

**TRITON** [13/5/1802] (TL) - Times: Wednesday, 2/6/1802, Issue 5432:

“The Triton, Powell, from Boston to Bristol, foundered the 13th of May, 10 leagues to the westward of Scilly. The Captain, Mate, and four men drowned; three saved, and arrived at Scilly.”

See also Royal Cornwall Gazette, 29/5/1802.
TRITON [12/1813] (AD) (Sal) – Caledonian Mercury, Saturday, 18/12/1813:
“The Triton, Billings, from London to Lisbon, has been found at sea by the Scylla sloop of war, without any person on board, leaky, and bows stove in, and was carried into Scilly 7th inst.; Cargo discharging.” Royal Cornwall Gazette, Saturday, 11/12/1813, mentions it as a Swedish vessel.

TRITON [16/4/1874] (TL) – West Briton and Cornwall Advertiser, Thursday, 23/4/1874:
“The brig Triton, of Cardigan, James master, bound for Quebec, with a cargo of coals, foundered fifty miles to the westward of Scilly, in the late gales. The crew were saved by an Italian vessel, and landed at Scilly on Friday morning.”

IOSM, SI & WoS have Triton.

TRIUMPH [9/10/1736] (TL) - Derby Mercury Thursday, 28/10/1736 & Newcastle Courant, 23/10/1736, page 2:
“The Triumph, Captain Cross, from Jamaica bound the London, laden with sugar, indigo, dying wood, and several other valuable articles, came ashore near the Steval Rock, on the W. part of the Garrison in a violent storm, and was dashed in pieces against the rocks. The Captain, carpenter, boatswain, and several of the men jumped overboard and were drowned, endeavouring to save themselves by swimming ashore; but the surgeon, mate, and a few seamen that stayed on board, were providentially saved; some of them were thrown ashore in the round-house when the ship staved, and others got ashore upon the masts. Some were lost by endeavouring to secure part of the money, others were preserved with bags of it brought ashore, and others were bruised to pieces among the rocks. The Captain being sensible of his inevitable fate, recommended the money to care of the living, being about ten thousand pounds in specie. The rich furniture was saved by the islanders, as part of the cargo, with a considerable quantity of the money, which was divided amongst the salvers, though the then Commanding Officer took a proper share of it into his possession, for the widow of the deceased Captain, but as he never rendered her a proper account, she kept the law open against him so long as almost ruined him. This accident was said to be owing to the ill conduct of the then Commanding Officer.”

TRIUMPH [9/10/1736] (TL) (WL1) – New London Packet, Thursday, 13/10/1736:
“The Triumph, Fletcher, from Liverpool to London, parted her Cables in a Gale of Wind at Scilly the 9th inst., at night, had on board upwards of 500 hogsheads of sugar, with a large quantity of rum, and six men were lost, the mate and 21 men saved themselves by keeping upon the wreck till the storm abated; when several boats went to their assistance and carried them ashore. She had lost all her masts in a violent storm on the 22nd of September, near the banks of Newfoundland; and though on the morning of the day she was lost they saw the rocks, yet having only jury masts and the wind and sea being very high, ’twas not in their power to preserve the ship.”

Also; “October 9th, a vessel called the Triumph, Captain Cross, Commander, from Jamaica bound the London, laden with sugar, indigo, dying wood, and several other valuable articles, came ashore near the Steval Rock, on the W. part of the Garrison in a violent storm, and was dashed in pieces against the rocks. The Captain, carpenter, boatswain, and several of the men jumped overboard and were drowned, endeavouring to save themselves by swimming ashore; but the surgeon, mate, and a few seamen that stayed on board, were providentially saved; some of them were thrown ashore in the round-house when the ship staved, and others got ashore upon the masts. Some were lost by endeavouring to secure part of the money, others were preserved with bags of it brought ashore, and others were bruised to pieces among the rocks. The Captain being sensible of his inevitable fate, recommended the money to care of the living, being about ten thousand pounds in specie. The rich furniture was saved by the islanders, as part of the cargo, with a considerable quantity of the money, which was divided amongst the salvers, though the then Commanding Officer took a proper share of it into his possession, for the widow of the deceased Captain, but as he never rendered her a proper account, she kept the law open against him so long as almost ruined him. This accident was said to be owing to the ill conduct of the crew, intoxicating themselves with rum, at coming into soundings, and in thick weather, by the account of those who were saved.” John Troutbeck, 1796, page 202-203.

TRUE BRITON [28/10/1764] (TL) - Lloyd's List: Tues. 11/12/1764, No. 3017:
“The True Briton, Harrison, from the Havanna for London, found’d the 28th of Oct. 400 Leagues to the Westward of Scilly; 14 of the Crew perished, but the Captain and 43 more were saved by a French Snow from Martinico for Nantz, who landed them at Vivero in Spain.”

TRY [18/3/1917] (TL) (WL1) - On 13/3/1917, Try, a British fishing vessel of 34 tons, was sunk by the German Submarine UC-66 (Herbert Pustkuchen), 10 miles South from Wolf Rock. There were no casualties.

Ref. wrecksite.eu

TRYAL [31/8/1780] (PTL) - New Lloyd's List: Tues. 5/9/1780, No. 1195:
“The Tryal, Saunders, from St. Kitts to Bristol, got on Shore coming out of Scilly, and it is feared will be lost.”

Also; Bath Chronicle, 7/9/1780; giving the name Trial and crew saved.

TUDOR [8/2/1867] (M) (PTL) – Liverpool Daily Post, Saturday, 5/10/1867:
“The Liverpool under-writers have now given up all hope of hearing anything more of the ship Tudor, which sailed from the Mersey, coal laden, for Bombay, on the 17th January, when the weather in the Irish Channel was fearfully tempestuous. On the 8th of the following February a life-buoy was cast on St. Agnes Island, Scilly, with the name of Tudor painted on it in black letters. The Tudor was commanded by Captain Gage, owned by Mr. Callen, and chartered by Messrs. E. Lawrence and Co. She was an old ship, and colonial built.”

TURAKINA [13/8/1917] (TL) (WL1) - 9,920 gross tons, defensively-armed, 13/8/1917, 120 miles WSW from Bishop Rock, torpedoed without warning and sunk by submarine, 2 lives lost.

Ref. naval-history.net
**Turquoise** [31/7/1915] (TL) (WL1) – Aberdeen Journal, Friday, 15/10/1915:

“Captain John McNicol, of Gourock, the commodore of the Gem Line of steamers, of Glasgow, has died of dysentery. He was in command of the **Turquoise**, then in the Government service, when it was torpedoed and shelled off the Scilly Islands on July 31. The engineer was killed and three members of the crew injured. The crew were in the boats 14 hours before being rescued.”

**Turquoise**, 486 gross tons, 31/7/1915, 60 miles SW from Scilly Isles, captured by submarine (**U-28**), sunk by gunfire, 1 life lost. Ref. naval-history.net

British Merchant Ships Sunk by U-Boats, 1914 to 1918.

Lloyd’s Confidential War Loss Record WW1.

Good reports in SI & WoS page 104.

**Twee Gebroeders (Twee Broeders)** [14/2/1838] (DNR) - Times: Tuesday, 6/3/1838, Issue 16669:

“The **Twee Bruder**, from Surinam to Amsterdam, on the rocks of Scilly has been sold.”

(Actually the **Twee Gebroeders**, 14/2/1838 Captain Potjewd).

Caledonian Mercury, Thursday, 1/3/1838:

“All the cotton (67 bales) is saved in a damaged state; the sugar is lost and the vessel’s bottom is still out on the rocks.”

Note: One of four vessel wrecked during the great gale of 14th February, 1838.

**Twende Sodskende** [9/9/1827] (TL) – Times: Saturday, 15/9/1827, Issue 13385:

“Scilly, Sept. 11: The **Two Sisters**, Bache, from Bilbao to Copenhagen, sprung a leak the 9th inst. and sunk on the 10th, about three miles off the island of Bryher; the crew taken off by pilot boat, and landed here. She went down about one minute after the crew left her. Not any thing saved from the vessel.”

(Indexed as the ‘**Twende Sodskende**’)

Also; Royal Cornish Gazette 15/9/1827 & Morning Post Issue 17708. 15/9/1827: The ship foundered in the Atlantic Ocean off the Isles of Scilly, United Kingdom.

Her crew were rescued. She was on a voyage from Bilbao, Spain to Copenhagen.

**Two Betseys** [8/1768] (TL) - Lloyd’s List: Fri. 30/8/1768, No. 3411:

“The **Two Betseys**, Touzin, from Southton (Southampton) to Bristol, founder’d about 20 Leagues N. W. of Scilly, the Crew were taken up by the **Susannah** (Susanna) from Jamaica, and carried to Liverpool.”

**Two Sisters** [12/1801] (TL) – Bury and Norwich Post, Wednesday, 23/12/1801:

“The **Two Sisters**, Wise, from Newfoundland to Poole, is lost at Scilly; two men saved.”

**Tyne Queen** [21/7/1870] (DNR) - Times: Friday, 22/7/1870, Issue 26809:

“The **Tyne Queen**, steamer, Captain Blowden, from Cardiff for Marseilles, taken into St. Helen’s Pool, and put on the sand half full of water, having struck during a dense fog; lighter employed to discharge.”

Also; Liverpool Courier and Commercial Advertiser, 3/8/1870. West Briton and Cornwall Advertiser, 1/9/1870: “Mr. Raffles, stipendiary magistrate of Liverpool, has delivered judgment in the case of the **Tyne Queen**, a vessel which was stranded on the voyage from Cardiff to Marseilles. The Court held that Captain Loudon, the master of the ship, had been to blame, in taking a narrow passage between the Land’s End and Scilly, and ordered the suspension of his certificate for three calendar months.”

Note: Another report has the captain’s name as London!

**Tyne Packet** [28 /9/1811] (PTL) - Caledonian Mercury, Saturday, 19/10/1811:

“The **Tyne Packet**, Morton, from St. Ubes to Dublin, was deserted by the Crew on the 28th ult. off Cape Finesterre, having seven feet of water in her hold. Crew taken off by the **Gardner**, Martens, from Cork to Lisbon, which put into Scilly 6th ult. having split her sails.”
‘U’ Entries
For U-Boat information see also ‘Lost Patrols’ by I. McCartney.

**U-247** [1/9/1944] (TL) (WL2) – **U-247** had left Brest on 26/8/1944. Patrolling near Land’s End, at the western end of the English Channel, she was attacked and sunk on 1st September by depth charges from the Canadian frigates **HMSCS Saint John** and **HMSCS Swansea**. Fifty-two men died; there were no survivors. Good detail in WoS only, page 188.

**U-681** [11/3/1945] (TL) (WL2) – 11/3/1945 — (Kriegsmarine), hit either the Bishop Rock or the Crebins. She was badly damaged, tried to make for a neutral port in Ireland but was attacked by an American Liberator plane. The crew scuttled her off Mincarlo or 4 miles (6.4 km) to the north-east of the Isles of Scilly. Protected War Grave.


**UC-19** [28/11/1916] (TL) (WL1) – **UC-19** was sunk by depth charges from **HMS Ariel** in the English Channel on 6th December 1916. Good detail in WoS on page 188. (See also MAT.)

**UBIQUITOS** [25/6/1986] (PTL) – Capsized Drascombe Lugger, two crew drowned. IOSM page 136. No other reference found.

**ULIOFILO** [2/6/1917] (PTL) – Steamship Torpedoed off Scilly. Only listed in WoS. No other reference found.

**UNION** [13/2/1781] (DNR) - New Lloyd’s List: Fri. 23/2/1781, No. 1244:

“The Union Privateer, of London, Capt. Lidstrom, arrived at Scilly the 13th ult. having had (in a heavy Gale of Wind) her Masthead shattered by Lightning, the chaffing Copper at the Masthead melted, one Man very much burnt, and several others wounded.”

**UNION** [1/1805] (TL) – Lloyd’s List: Tues. 1/1/1805, No. 4179:

“The brig **Union**, Williams, from Bangor to London, has been driven out of Scilly, and since wrecked going into Cork.”

**UNION** [c. 28/1/1820] (Sal) - Lloyd’s List: Fri. 4/2/1820, No. 5462:

“The **Union**, Taylor, from Chepstow, ran aground in going into St. Helen’s Pool, Scilly, 26th ult. and filled with water.”

Lloyd’s List: Tues. 8/2/1820, No. 5463:

“The ship ran aground and sank at St. Helen’s, Isles of Scilly. She was on a voyage from Chepstow, Monmouthshire to St. Helen’s. **Union** was later re-floated and taken in to St. Mary’s, Isles of Scilly.”

**UNION & UNKNOWN BRIG** [12/1824] (AD) (Sal) – Lloyd’s List: Tues. 14/12/1824, No. 5968:

“Scilly, Nov. 28th. The **Union**, Sanderson, from Gijou, for Lisbon, has been driven here with loss of bulwarks and sails split. About 20 leagues to the westward of these Islands she fell in with a large Brig, with her masts, sails and rigging alongside; and no person on board. Her name could not be made out being a Foreigner; the inside of her bulwarks painted green, no boats on deck and hatches open.”

**UNION of Scilly** [19/7/1834] (LV) (PTL) – Royal Cornwall Gazette, Saturday, 26/7/1834:

“Portrait: The **Union** of Scilly, though still holding together, can scarcely be expected to be gotten off. It is understood that both* of them are insured; and they will be sold immediately for the benefit of those concerned.” *Two vessels were wrecked at the same place at the same time.

**UNITY** [27/2/1795] (TL) – Lloyd’s List: Fri. 27/2/1795, No. 2694:

“The **Unity**, Grill, from Oporto to Liverpool; and a Sloop, from Cork to Oporto, are taken by the French near Scilly and sunk.” Sloop’s name not found.

**UNITY** [20/11/1807] (TL) – Morning Post, Saturday, 28/11/1807:

“The **Unity** of this port (Plymouth), from Bristol, bound hither, is lost at Scilly; Crew saved; also, the **Hazard**, on a small voyage, is lost at the same place, with the crew, except one boy.”

Similar detail in IOSM & SI.

**UNIVERSAL SUBMARINE (P57)** [2/1946] (Sal) – Dundee Courier, Monday, 4/2/1946:

“Steamer **Lanahrone** standing by HM Submarine **Universal** which has both engines out of action and sinking six miles west of Bishop’s Rock.” See Wikipedia.

**URBINO** [24/9/1915] (TL) (WL1) – Merchantman, 6,651 gross tons, 24/9/1915, 67 miles SW by W from Bishop Rock, captured by submarine, sunk by gunfire.

Ref. naval-history.net

[Image]


‘V’ Entries

VALENTIA [16/7/1917] (TL) (WL1) - 3,242 gross tons, defensively armed, 16/7/1917, 70 miles W ½ S from Bishop Rock, torpedoed without warning and sunk by submarine, 3 lives lost.
Ref. naval-history.net

VALENTINE ET HELENA / GENERAL NOTT* [2/3/1892] (Col) (Both TL) – Leeds Times, Saturday, 2/3/1892:
“A Lloyd’s telegram from Falmouth states that the steamship Barden Towers, from Norfolk VA. For Bremen has brought in Captain Williams and all the crew of the General Mott, from Caleta Buena via Queenstown for Hull, and also the captain and crew of the French barque Valentine and Helena, of Bordeaux from Newcastle for Iquique, both barques, having been in collision on March 2nd twenty miles’ south-west of the Bishops. The Valentine and Helena foundered immediately. The General Mott was taken in tow by the Barden Towers, and towed until the next morning, when the General Mott signaled that the vessel was sinking and the crew wanted to be taken off. The vessel soon afterwards supposed to have foundered.”

*In SI & WoS, the vessel is listed as General Nott

VALIENT [23/10/1878] (DNR) - Times: Monday, 3/11/1878, Issue 1161:
“Scilly. Oct. 24. Yesterday morning came in here the Valient, Capt. Cooper, from Virginia, for Amsterdam. She is in the greatest distress we have ever seen a ship in, having only two half jury masts, four feet of water in her hold, and but four men alive out of 25, having been out three months and four days, for the last three weeks of which they had had only one biscuit and one pint of water a day; the last four days they had been without any provisions whatever.” Also; Sheffield Register, 8/11/1878.

VALIANT [7/10/1868] (PTL) (RNR) – Cornubian and Redruth Times, Friday, 20/11/1868:
“Scilly: On the 9th November, there was found on the Island of Samson, a four oared boat, very much damaged, and in the boat a dark-coloured cotton pocket handkerchief tied to the top of it for a signal. The boat is painted stone colour inside, and black on the bottom, and chocolate on top outside, with the name ‘Valiant’ of Arundel, Charles Pile, painted on her.”

VAN DYCK Saga [12/1911] (Sal) – Cornishman, Thursday, 14/12/1911:
“The Van Dyck was bound from Valentia with a cargo of oranges and onions, and on Wednesday about midnight was in the vicinity of the Wolf lighthouse. The weather for some time had been tempestuous, but suddenly the ship was struck by a terrific squall, and she got entirely beyond control. In this helpless condition she drifted before the gale until at last she was driven on the reef of rocks near the Seven Stones lightship.

Immediately there was a big inrush of water, and so quickly did it rise in the engine-room that the engine-room staff had to race on deck for their lives. The captain was soon convinced in his mind that the position of his vessel was hopeless, and she was in imminent peril of going to pieces and decided to launch the ship’s lifeboat. This was successfully accomplished, and into it got the whole of the crew except of the four remaining crew was terrible in the extreme. The engine fires had been extinguished, and unable in any way to control their ship, they were in constant dread of being again dashed on the rocks or engulfed in the terrible seas which were sweeping over her. With whatever they could lay their hands on they made fires to attract attention to their helpless state in the darkness, but the day dawned and the morning was well on, ere they saw any chance of deliverance. Then about ten o’clock on Thursday morning a steamer, which proved to be the Ashtree, of Cardiff, hove in sight, and despite the hazardous nature of the task, they manage to get the survivors of the Van Dyck’s crew aboard the Ashtree. Not long after this task had been successfully accomplished, the Lady of the Isles appeared on the scene, and took the Van Dyck in tow, with the result that has already been related. The Ashtree then proceeded up Channel and landed the Van Dyck’s survivors at Port Talbot. The men state that the weather on Wednesday night was the worst they had ever encountered.”

VELOX [21/3/1857] (TL) – Royal Cornwall Gazette, Friday, 1/5/1857:
“Scilly: The Receiver of Wreck (Collector of Customs) at this Port has, by direction of the Board of Trade, paid the sum of £4 to the crew of the Pilot Cutter Garland of Scilly as a reward for saving the life of John Thomas, late master of the Schooner Velox of Cardigan, on the 21st March last, during a heavy gale of wind when the vessel was totally lost and three of the crew drowned at Scilly.”

Lloyd’s List: 25/3/1857, No. 13,411. Detail also in IOSM & SI.

“Venetian, Coding to London was wrecked.” Very limited data available. No reference found.

VENUS [18/1/1763] (PTL) – Dublin Courier, Friday, 28/1/1763:

“Plymouth, January, 18; His Majesty’s ship Southampton sail’d to look after the Ocean, it being feared that she is lost on the rocks of Scilly; likewise, to look after a ship the Venus saw at sea in distress, but could give her no Assistance, she being to windward of her.”

Lloyd’s List: Fri. 4/5/1764, No. 2954: “The Venus, Robertson, from New York for Newry, is towed into Scilly. Bottom up, loaded with Linseed; she is fifty Feet Keel.” No mention of the crew.

Date reported in IOSM as 1764.

VENUS [18/4/1809] (DNR) – Lloyd’s List: Tues. 25/4/1809, No. 4347:

“The Venus, Jones, from Wales to Portsmouth, is put into Scilly, leaky, and must discharge.”

Royal Cornwall Gazette, 22/4/1809 has the date as the 18th inst. and the cargo as oats.


VESPERS [1/5/1844] (PTL) – Times: Monday, 6/5/1844, Issue 18602:

“St Mary’s, Scilly, May 1: The Vesper, Duff, from Messina, struck on the Woolpack Rock this morning in coming in here, and was run ashore in a sinking state; cargo discharging in a damaged state.”

Also Greenock Advertiser, 7/5/1844. Cargo: lemons and oranges. SI & WoS page 111.

VESPERS [19/1/1867] (TL) - The loss of this vessel is quite complex. There is a detailed and lengthy report in the Greenock Telegraph and Clyde Shipping Gazette, Thursday, 24/1/1867, on page 3: Basically the Vesper was a river steamer, and plied between Glasgow and Kilmun in the autumn of 1866. She was sold to the Bahia Steam Navigation Company, Brazil. Following various difficulties with getting a crew, she foundered, due to splitting in half, in heavy seas about 30 miles off Scilly. Three of the crew were drowned but fifteen others were rescued by the SS Vigilant.

Note: One of several vessels driven on the rocks during this tremendous gale.

VICTORIA [18/12/1866] (TL) – Greenock Telegraph and Clyde Shipping Gazette, Thursday, 24/1/1867, on page 3: “The East Indiaman was wrecked in the Isles of Scilly.” No confirmation found as yet.

VICTORIA [14/2/1838] (TL) – Belfast Commercial Chronicle, Monday, 26/2/1838:

“The Victoria of Exeter, Adam, from Newport was driven on the rocks of Scilly (Crow Bar), on the 14th inst. and sunk, crew saved.”

Note: One of several vessels driven on the rocks during this tremendous gale.

VICTORIA [6/1915] (TL) - Times: Saturday, 5/6/1915, Issue 40873:

“Sunk off Scillies; The Milford Haven trawler Victoria and the Cardiff trawler Hirose have been sunk off the Scillies by a German Submarine (believed to be the U 34), the former on Tuesday and the latter on Wednesday. In the case of the Victoria five men and a boy were killed by shell fire. The survivors from both vessels, numbering 14, were landed at Milford Haven on Thursday night by the Cardiff steamer Ballater. More detail in the report.”

VICTORY [c.10/1744] (PMR) - Caledonian Mercury, Tuesday, 16/10/1744:

“It was this Day reported on Exchange, (which God forbid) that the Victory, Admiral Balchen, has been cast away on the Rocks of Scilly. As there is no Accounts arrived of him, People are under great Apprehensions.”

This proved not to be the case. Finally discovered near the Channel Islands.

See Derby Mercury, Friday, 2/11/1744: An extract of a letter from Falmouth, Oct. 29, detailing evidence off the Victory’s demise somewhere between Scilly & Falmouth.

VIERSA MARIE [10/1818] (DNR) – Caledonian Mercury, Saturday, 10/10/1818:

“The Viersa Marie, from Antwerp to Lisbon, put into Scilly 25th ult. with loss of bowsprit, head, sails rigging, &c.”

VIGILANCIA [1/4/1917] (TL) (WL1) – From 1894 to 1914, she was owned by the Ward Line, but in service for the US Army from 1898 to 1909. Vigilancia was sold to Walker, Armstrong & Co., Savannah in 1914. At the time of her loss, she was owned by R. L. Farnham, Perth Amboy, N.J.

On 16/3/1917, Vigilancia, on a voyage from New York to Le Havre with a cargo of sugar, foodstuffs and general, was sunk by the German Submarine U 70 (Otto Wünsche), 145 miles west of Bishop’s Rock. 15 of the crew were lost. Ref. wrecksite.eu (WoS page 185.)


“The Vigilant, of Stockdale, from Cowes for Galway, with cement, got on shore near the Bryher Island, Scilly, on the night of the 5th inst., and is reported a wreck; crew saved.” A similar report in IOSM, page 87, giving the location as Shipman Head and the vessel type as a Dandy.

VIKING [11/3/1905] (TL) – Taunton Courier, and Western Advertiser, Wednesday, 15/3/1905:

“Off the Scilly Islands, on Saturday afternoon, a yacht, the Viking, was capsized, and its occupant John Barber drowned. He leaves a widow and five children.”

See IOSM, page 112; boat struck the Bacon Ledge.

VINCENTO FAREA [1/1759] (TL) – Scilly; New Owens Weekly Chronicle 1759. From Falmouth to Barcelona, by a strong easterly wind was forced past Falmouth and lost at Scilly.

182
VILLE D’ALGER [Early 1912] (M) (PTL) - Times: Thursday, 22/2/1912, Issue 39828:
“It is stated that on February 6 a piece of teak marked Ville D’Alger was washed up at Scilly. The French steamer Ville D’Alger left Cardiff on December 19 for Algiers was posted for inquiry at Lloyd’s a week ago, and was yesterday officially described as missing.”

VILLE DE LA ROCHELLE [12/2/1875] (TL) – Sheffield Daily Telegraph, Wednesday, 17/2/1875:
“The French steamer Ville de la Rochelle has been lost on the Seven Stones, near Land’s End. The crew were saved.”

VINE [9/2/1796] (TL) - Times: Wednesday, 10/2/1796, Issue 3514:
“Wreck of the Vine, Captain Leane, from Jersey to Virginia, is lost on the Western rocks of Scilly. Crew saved.”
Also; Lloyd’s List: Tues. 9/2/1796, No. 2792:
“The Vine, Leane, from Jersey to Virginia, is lost on the Western Rocks of Scilly. Crew saved.”

VINOVIA 19/12/1917] (TL) (WL1) - 7,046 gross tons, defensively-armed, 19/12/1917, 8 miles South from Wolf Rock, torpedoed without warning and sunk by submarine, 9 lives lost.
Ref. naval-history.net

VIRGIN DEL CARMEN (LA) [9/12/1806] (TL) – See La Virginía Del Carmen.

VIVID OF SCILLY [4/1851] (LV) (Col) (AD) (PTL) – Yorkshire Gazette, Saturday, 5/4/1851:
“The Vivid steamer, of and for Scilly from Hull, was abandoned on Tuesday night, five miles S.E. of Scilly, after being in contact with the Atlantic (American ship), from Antwerp to New York. Crew saved.”

VOLMER or VOLMAR [26/12/1912] (TL) – Dundee Evening Telegraph, Monday, 30/12/1912:
“A tremendous sea swept the ship (Volmar), smashing in the hatches on three holds. The captain decided to run before the gale, and repair the damage, but failed. As the vessel was going down he decided to abandon her. The first lifeboat launched, with eight men and was smashed by the sea drowning them all. The second lifeboat capsized with seven hands. The donkeyman jumped overboard in a fit of madness, while the remainder clung to the upturned keel. The captain, who had remained aboard the steamer, also jumped overboard and swam to the upturned boat, which they righted and then clambered in. This was the afternoon of Christmas Day. During the night the chief engineer died, and his body thrown overboard. The chief officer went mad and tried to throttle the captain. He died soon after. The captain and the other survivor were unable to obtain the little food in the boat on account of the seas, and quenched their thirst by catching rain in the palms of their hands.”

Western Times, 30/12/1912 adds; “the captain and a sailor (both Danes), were picked up with great difficulty on Saturday by an Ostend trawler and taken in an exhausted state to Newlyn. The men had neither food nor water.”

Note; The Volmar was out of Swansea with coals for Nice. The accident took place off Scilly.

VOLUNA [1/6/1857] (TL) - Times: Thursday, 4/6/1857, Issue 22698:
“Scilly, June 1. – The Volema (Voluna), of Padstow, from Falmouth for Quebec, run on the rocks at St. Agnes during thick weather, and is expected to be a total wreck. Crew saved.”


VOLTGIEUR [10/1782] (TL)– Saunders’s News-Letter, Saturday, 19/10/1782:
“The Voltigeur, Capt. Grose, a French cutter, was taken by one of his majesty’s cruisers, and afterwards drove on shore at Scilly, and is totally lost. The crew were saved, except one man and a boy.”

VOLTGIEUR – [Incident, 12/1801] (DNR) - Times: Tuesday, 15/12/1801, Issue 5289:
“Arrived the Voltigeur, of 18 guns, Lieutenant Hill (acting), from Oporto. She was nearly lost off Scilly, in a gale of wind of Tuesday last, in which three ten of her guns were thrown overboard, and received considerable damage.” A similar report in the Salisbury and Winchester Journal, 28/12/1801.

VOLTGIEUR [2/1875] (AD) (PTL) – Shields Daily Gazette, Monday, 1/2/1875:
“Gibraltar, Jan. 26: The Voltigeur, from Pernau to Falmouth (sugar) was abandoned on Jan. 26, off the Scilly Islands. All crew saved and landed here.”

VRIENDSCHAP [1/1823] (DNR) – Liverpool Mercury, Friday, 24/1/1823:
“Vriendschap, Le Seck, hence for Ostend, which put into Plymouth 18th inst. has sustained so much damage in her keel and bottom, by striking the bar at Scilly, that she must be discharged to be repaired.”

VROW EPKE [3/1816] (DNR) – Caledonian Mercury, Saturday, 2/3/1816:
“The Vrou Epke, Schut, from Bourdeaux to Rotterdam, has proved leaky at Scilly, and found to be damaged, and must repair.”

VULCAN [17/3/1867] (Col) – See Patrie.
‘W’ Entries

WARREN [22/3/1823] (DNR) – Lloyd’s List: Fri. 28/3/1823, No. 5789:
“Scilly, 24th March. – The Warren, Weiss, from Liverpool to Maranham, put in here 19th ult. with her pumps choked; on the 22nd parted her cable off the Pier, and fell on her side. She must discharge her cargo, part of which it is supposed will be found damaged.”
Similar report: Bell’s Weekly Messenger, 30/3/1823.

WARWICK HMS [20/2/1944] (TL) (WL2) - HMS Warwick was built during the First World War as part of the Royal Navy’s War Emergency Program. She was part of the Admiralty W Class of 21 ships, representing the last word in destroyer design at the time. Warwick was built by Hawthorn Leslie & Company, Hebburn, being laid down 10/3/1917. She launched on 28/12/1917, and completed 18/3/1918. On 20/2/1944, while patrolling off Treviso Head, and under command of Cdr. Denys Rayner, Warwick was torpedoed by U-413. She sank in minutes, with the loss of over half her crew.

WASp [5/1778] (TL) (RNR) – Caledonian Mercury, Wednesday, 6/5/1778 & Several other newspapers.
“The Wasp sloop of war, of eight guns, three pounders, is said to be lost off Scilly, and the crew drowned; she has more than once been obliged to throw her guns overboard, when in a gale of wind, being a very bad sea boat.” All said to be false reports!

WATERLOO [25/12/1840] (TL) – Very much a local tragedy. The 25-ton pilot cutter Waterloo was built by a local St. Mary’s shipbuilder, Thomas Edwards, in 1830. On Christmas day 1840 the cutter, master Richard Nance was off Scilly when she was struck by a heavy sea and foundered.
See also WoS page 178. The IOSM, page 69, adds that the crew were saved, but ruined by the loss of the vessel.

WATERWITCH / HATHERSAGE [30/8/1889] (DNR) – Dundee Courier, Monday, 2/9/1889:
“The Danish brigantine Waterwitch, Captain Nissen, bound from Newport with a cargo of coals for Rouen, collided with the steamship Hathersage, about ten miles off the Bishop’s, Scilly Isles, on Friday evening. The Waterwitch sustained great damage on its starboard bow, and was taken in tow by the steamer to Falmouth Harbour, where she will be repaired.”

WAVE of Scilly [2/1853] – (AD) (LV) - Times: Saturday, 12/2/1853, Issue 21350:
“The Wave, of Scilly, was abandoned at sea three days after leaving Falmouth; crew taken to Ancona.”
Morning Chronicle, 12/2/1853, has; “crew taken into Aveiro, by the Auguste.”

WEALANDS [25/3/1866] (TL) - Liverpool Daily Post, Tuesday, 27/3/1866:
“The Wealands, from Sunderland for Oporto, has foundered off Scilly.”
Also; Western Times, Thursday, 29/3/1866:
“The brig Wealands, from Sunderland for Oporto, with coals, foundered on Sunday, when about 50 miles S. W. of Scilly. On Friday she was struck by a heavy sea which carried away skylights, bulwarks, and rail. On Saturday the crew, finding it impossible to free the vessel, left the ship, there being then seven feet of water in her hold. They were taken on board the French brig Derize Jailiez, and in about an hour afterwards they saw their vessel go down. On Monday the crew (seven in number) were transferred to the No. 8 pilot cutter, of Falmouth, when about seven miles S.S.E. of the Lizard, and brought into Falmouth.”

WEDDEL [4/2/1775] (DNR) – New Lloyd’s List: Fri. 24/2/1775, Supplement to No. 618:
“The Weddel, Thorp, from Hull to Oporto, drove on Shore on a Ledge of Rocks off Scilly, on the Evening of the 4th inst., but was got off next Morning, and is now on St. Mary’s Beach, and her Cargo got out. The Vessel must proceed to Falmouth to repair.”

WELLINGTON of Scilly [9/1826] (PTL) (LV) – Public Ledger and Daily Advertiser, Monday, 11/9/1826:
“Two men belonging to the smack Wellington, of Scilly, were unfortunately drowned; the boat which was picked up near Land’s End, belonged to that vessel, which we lately stated was found adrift. It appears that they attempted to put a pilot on board a transport off the Islands, and that they failed in reaching her.”
See also Local Tragedies.

WENDUR [12/3/1912] (TL) – Dundee Courier, Wednesday, 13/3/1912:
“The four masted barque Wendur of Glasgow, from Plymouth to Swansea, struck the Seven Stones, between Land’s End and Scilly, at midnight on Monday, and foundered, three of the crew being drowned. The Wendur had just returned from Australia with a cargo of wheat, and carried a crew of 21. When she struck, her ballast tank burst and blew up the hatches. Ten men scrambled into a lifeboat, which was capsized. Six men successfully launched the other lifeboat and picked up the men struggling in the water. A steward named Williams, of Liverpool, was washed overboard and drowned, while two coloured deck hands went down with the ship.”
Lloyd’s List: 12/3/1912.
Good reports in the SI & WoS page 171.
WESTFIELD [10/4/1918] (TL) (WL1) - 3,453 gross tons, defensively-armed, 10/4/1918, 45 miles SW by S from Bishop Rock, torpedoed without warning and sunk by submarine. Ref. naval-history.net (See also MAT.)

WEST OF ENGLAND [10/1880] (TL) – Exeter and Plymouth Gazette, Friday, 1/10/1880:
“Eight of the crew of the steamer West of England, of Liverpool, reached Plymouth yesterday from Madeira. The steamer, when a hundred miles off Scilly, sprung a leak, and was sinking when the crew were rescued by the German vessel George Washington. About sixty miles off Maderia, the German captain gave them a boat and left them to row to the Island, which they reached after great exertion and suffering. The remainder of the crew will be forwarded shortly from Madeira.”

WESTMORLAND [22/10/1825] (AD) (Sal) – Lloyd’s List: Fri. 28/10/1825, No. 6059:
“Bristol, 27th Oct. The Westmorland, Worthington, from Quebec to Liverpool, was abandoned 22d ult. about 16 leagues W.S.W. of Scilly, having 16 feet water in her hold. Crew saved by the Charles, Fox, arrived at this port.”

Later Lloyd’s List: No. 6062:
“floated on shore near a harbour.”

WESTERN FRONT [11/7/1921] (TL) – Dundee Courier, Tuesday, 12/7/1921:
“Dramatic scenes were witnessed on the American steamer, Western Front, which became afire off the Scillies yesterday morning and blew up in the afternoon. The vessel was laden with resin and turpentine. The crew fought the flames for four hours, when there was an explosion, and the captain was blown overboard, but was picked up uninjured. One man is missing. Six or seven other members of the crew were hurled into the air by the force of the explosion and injured. The remainder of the crew, numbering 29, took to their boats. The burning steamer had been observed from Scilly and a lifeboat went to her assistance, eventually picking up the crew. The vessel blew up three miles from Bishop’s Rock Lighthouse when endeavouring to make harbour. Among those on board was the captain’s wife, said to have been married only a month ago.”


“...West of England after a collision in Wednesday night’s gale with considerable loss of life. One body and much wreckage have been washed ashore.”

The Western Star, Captain Hammond, was an American vessel bound to Falmouth for orders.

WESTGATE / Steamer unknown [9/1/1919] (Col) (TL) – Dundee Courier, Friday, 10/1/1919:
“A Lloyd’s Penzance message dated yesterday says; Coastguard reports British steamer Westgate in collision with another steamer, name unknown, last night off Wolf Rocks. This morning wreckage with boats marked ‘Westgate’ came ashore at Sennen, also one body, not identified.”

Wiring later the Press Association correspondent says:
“The Whitby steamer Westgate is believed to have foundered off the Scilly Islands after a collision in Wednesday night’s gale with considerable loss of life. One body and much wreckage have been washed ashore.”

WHITE HOPE [8/1955] (TL) (LV) – Local incident recorded in IOSM, page 130:
“White Hope, a St. Mary’s motor launch, went ashore at Carn Near and became a total loss.”

WILHELM [c.18/9/1847] (Col) (TL) – Leamington Spa Courier, Saturday, 9/10/1847:
“A letter from St. Valery, states that Captain Schoeflier, of the Prussian lugger the Wilhelm, has just been landed there from a fishing boat of Etaples. He states that he left the port of Newcastle on the 18th of September, with coals, bound for Constantinople, when at the south-west of the Scilly Islands, his vessel was run down by the American vessel the Giraffe. He at once jumped on board, and entreated the American captain to save the crew; composed of ten men, but the other absolutely refused, and Captain Schoeflier supposes that they must have gone down shortly after. After much ill treatment on board the American vessel, being left without a berth, and almost without food, the Prussian captain got on board the fishing boat which came alongside to sell fish, and which landed him in safety at Etaples.”

WILLEM POELMAN or POOLMAN [1/1870] (Sal) – Morning Advertiser, Monday, 31/1/1870:
“Scilly, Jan. 28: The Willem Poolman (Dutch Ship), from Sourabaya to Rotterdam, drove yesterday, struck on rocky ground, and un-shipped her rudder. She was got off making water. It is supposed her anchor was foul.”

There were two causes of salvage, one on behalf of the Scilly Islands Navigation Company, the owners of the steam vessel Little Western, and the other on behalf of the owners of the pilot boat Presto, for services rendered to the Dutch vessel Willem Poolman.


WILLIAM [17/1/1800] (PTL) – Lloyd’s List: Fri. 24/1/1800, No. 4018:
“The William, Ellison, from Martinico to London, is on shore at Scilly, and it is feared will be lost.”

Also Aberdeen Journal, 3/2/1800, a similar report.
“The William, master? Supposed to be laden with timber, and belonging to Wiscasset, has been towed into Scilly, dismantled and full of water.”

“The William, Wilson, from Gijon to London, is put into Scilly, with loss of bowsprit and damage.”

“The ship was driven ashore in the Isles of Scilly before 20 February. She was on a voyage from Waterford to London.”

Morning Post, Monday, 19/2/1821:

“The William, Critchell, from Waterford to London, struck on the Seven Stones on the 11th inst. and broke off her rudder; she has been brought into St. Mary’s Poole, with seven feet water in her hold. The cargo is landing in a damaged state.”

Lloyd’s List: Tues. 27/2/1821, No. 5572: “Scilly, 20th Febby. About half of the Cargo of the William, Critchell, from Waterford to London, will be got out dry, the other half will be very wet and damaged.”

William & Amelia / Pomona [18/12/1840] (Col) (TL)

Morning Chronicle, Wednesday, 30/12/1840:

“Falmouth, Dec. 27: The William and Maria, (Drewett) from Cork to London, and the Pomona, from Dublin to London, got in contact off Scilly on the 18th inst. The former sank; the crew (except the mate) saved.”

William & Mary [22/1/1727] (TL) - Caledonian Mercury Thursday, 19/1/1727, page 3:

“We have the bad News that on the 22d past, was cast away on the Rocks of Scilly, the William and Mary from Jamaica, Captain Richards, who sailed hence with the Royal George and her Convoy; the Surgeon and only one Passenger were drowned and one of the Men endeavouring to save himself, was bruised to Death by the Wreck of a Ship. All had perished, if a Welsh Ship had not taken up the Master and his People. The Ship and Cargo were entirely lost.”

William & Sarah [3/1867] (TL) – Gore’s Liverpool General Advertiser, Thursday, 21/3/1867:

“Shipping Intelligence, Tuesday, March, 19: The William and Sarah, from Shoreham for Milford, is reported foundered off Scilly.”

Western Gazette, 22/3/1867:

“A Bridgewater Vessel: On Tuesday morning, a telegram from Falmouth announced the loss of the schooner William and Sarah, of this port, sixty miles north-west of Scilly, on the 14th inst. The owners of the vessel are Messrs. Colthurst and Symons. The crew, four in number, also belonging to Bridgewater, were saved, and have since been landed at Falmouth. The vessel was not insured.”

Note: An example of the brief versus the more detailed report.

This also highlights the advantage of finding a report written in the home port.

William Foss / Ardmore [1/1888] (Col) (TL) – Aberdeen Journal, Wednesday, 25/1/1888:

“The ship Ardmore put into Queenstown yesterday with the crew of the Norwegian steamer William Foss, which sank off Scilly on the 18th inst., the two vessels having been in collision.”

William Preston [12/2/1842] (TL) – Public Ledger and Daily Advertiser, Friday, 18/2/1842:

“Scilly, February 11: A vessel apparently a brig, is sunk near Malledgan Island, about a mile from St. Agnes, and it is feared the crew have perished; half her figure-head, a man’s head and bust, painted white, with a spy glass under the left arm; two water casks marked William Preston and a top-gallant sail marked Eden and Brown, sail makers, South Shields have been washed on shore from her.”


“The William Proben of South Shields with a cargo of wheat was lost on Malledgan with the loss of all her crew.”

See above, spelling variant.
WILLIAM VAN NAME [10/10/1877] (TL) – Western Daily Press, Saturday, 13/10/1877:
“Ten men, being the crew of the American barque William Van Name, 460 tons, Captain Coggins, arrived at Plymouth on Thursday evening from Hove, at which port they had been landed, their vessel having sunk through striking on the Seven Stones, off Land’s End. The barque left New York on the 31st August, and made a fair passage of it to Wednesday, when the look-out confused the Seven Stones light with a signal on shore, and ran on the rocks. She heeled over and the crew took to the boat and landed on the lightship.
Finding in the morning that she had not disappeared they went off to her, but her decks were under water, and nothing could be done to save her. They accordingly abandoned her, and she shortly afterwards sank. The crew returned to the lightship, and were subsequently landed at Hove.”

A slightly more detailed version can be found in the Royal Cornwall Gazette, Friday, 19/10/1877:
It appears from this report that at the time of the accident there was a North Sea pilot on board, who was taken on at Queenstown, and who was to take charge of the barque after she had reached the Downs and was entering the North Sea.
Good reports in SI & WoS page 168.

WINCHELSEA [9/1760] (AD) (Sal) – Manchester Mercury, Tuesday, 30/9/1760:
“The Winchelsea, How, from China was left Between Scilly and Land’s End Leaky.”
Leeds Intelligencer, Tuesday, 30/9/1760:
“The Winchelsea, Hou(e), from China, was left between Scilly and Land’s End, leaky, but has since arrived”?
We assume she was salvaged?

WOODPECKER [1/2/1850] (TL) – Morning Chronicle, Thursday, 7/3/1850:
“Liverpool, March 6: Some palm oil was seen floating near Scilly Islands, which is the cargo of the Woodpecker, from Rio Bento for Liverpool; several parts of the vessel having been washed ashore at Scilly and identified. About 150 tons of palm oil have also been saved at Scilly.”
London Evening Standard, 19/3/1850:
“The Woodpecker has been identified by the round house and a boat.”
Lloyd’s List: 25/2/1850, 6/3/1850 & 19/3/1850:
**XYZ Entries**


“The large ship seen on fire on Monday last, off Scilly was on Saturday ascertained to be the **Yrca**, belonging to Greenock, and bound to Bombay, from Liverpool, which port she appears to have left on the 20th ult. The **Yrca** was a large timber-built ship, of 1262 tons, classed in Lloyd’s register A1, for seven years, and was commanded by Captain D. Taylor, and a crew of 30 hands, all of whom fortunately were saved. The circumstances connected with the loss are somewhat peculiar. The ship was laden with steam-coal, for the steamers on the Indian station. She was detained in the Mersey by a heavy gale from N.W., and after proceeding to sea, the weather became terrific, the ship laboring and straining heavily, and frequently almost buried in the sea. Amidst this, she sprang a leak, and notwithstanding the pumps were kept constantly going, the water in the hold gradually increased. The crew worked incessantly, day and night, at the pumps, until they became quite exhausted, and they urged the captain to abandon the ship and take to the boat, as there were no hopes of saving it. Captain Taylor declined doing so until he had discovered the leak, for which purpose he ordered the fore-hatch to be taken off. About this time, one o’clock on Monday afternoon, a strong sulphurous smell was noticed in the cabin, which was known to emanate from the coals; but it was not imagined that it arose from the cargo being on fire, and great was the alarm on lifting up the hatchway to find flames rushing up with terrific force, and firing the rigging. Captain Taylor perceiving that the ship was inevitably lost, had the boats lowered, but before they ultimately abandoned her she was on fire from stem to stern, and rapidly sinking. A vessel called the **Empress**, of Shoreham, Captain Ennan, bound to London from Terceira, picked the **Yrca**’s boats up shortly afterwards, and remained within a short distance of the burning ship till nine p.m., when she suddenly disappeared. The **Empress** then continued her voyage. The **Yrca**’s loss is estimated at 15,000l.

Glasgow Herald, Monday, 9/4/1860: “The ship **Yrca** (1374 tons), Taylor, belonging to Messrs. Hamilton, Adams & Co., of Greenock, was burned at sea, off Scilly, on the 2nd inst. The vessel burned till the afternoon of the next day, when she sank. The officers and crew were picked up by the schooner **Empress**, of Shoreham and landed at Lymington. The **Yrca** was built at St. John’s N.B., in 1854. It is thought that the fire originated from spontaneous combustion.”

Similar report Royal Cornwall Gazette, 13/4/1860.

IOSM, SI & WoS have little detail with the name as **Yaca**.

**YAREA [1869] – Lengthy report in WoS page 178. However, this vessel is the **Yrca** 13/4/60?**

See above.

**YORK [c.5/2/1822] (TL) - Times: Friday, 15/2/1822, Issue 11481:**

“Wreck, Scilly, February 11. – On the night of the 4th during a heavy gale of wind from W. S. W., a vessel was lost on the north side of a small island called Annet, distance about a quarter of a mile from St. Agnes; she appears to have been laden with oranges, as St. Agnes shore was covered with them; not one whole box was seen. The hull and materials are dashed in pieces; nothing saved but a piece of cable and an anchor, and one sail; the crew are all drowned. Four of the dead bodies are picked up, and buried* at St. Agnes churchyard. On part of the stern, is marked ‘York of Chichester’ and on part of the boats stern, ‘James Farthing’.”

More information available in the Western Luminary 26/2/1822. The Captain confirmed as James Farthing.

Also; Morning Chronicle Issue 16484, 16/2/1822:

“The ship was wrecked in the Isles of Scilly with the loss of all hands. She was on a voyage from Seville, Spain to London.”

Royal Cornwall Gazette, Falmouth Packet and Plymouth Journal Issue 973, 16/2/1822.

Also reports in IOSM, SI & WoS pages 65 & 92.

*Note: Tombstone not found as yet.

**YOUNG JOHN [19/4/1819] (DNR) – Lloyd’s List: Tues. 27/4/1819, No. 5381:**

“The **Young John**, Vandervedge, from Liverpool to Rotterdam, put into Scilly 19th inst., very leaky. Part of the Cargo discharging.”

Similar report; Bell’s Weekly Messenger, 2/5/1819.

**ZAANDYK [22/2/1917] (TL) (WL1) - SS Zaandyk**, built by Bartram & Sons, Sunderland in 1899 and owned at the time of her loss by the Nederlandsche-Amerikaansche Stoomvaart, Rotterdam, was a Dutch steamer of 4.189 tons. On 22/2/1917, **Zaandyk** was on a voyage in ballast from Rotterdam to Philadelphia, via Falmouth, when she was stopped and sunk by **U-21** (Otto Hersing) 30 miles northwest of Bishop Rock. Ref. wrecksite.eu

Reported in SI. Lloyd’s Confidential War Loss Record WW1.

Part of the 22/2/1917 Dutch convoy.
The 54 gun Dutch East India ship Zeelye (latterly mispelt as 'Zeelilie') was sailing from Batavia to Amsterdam, in company with 7 other ships; the Houghley; the Alblaffedam; the Dortrechte; the Mermin; the Agatha; the Mentor and the Surcheance. The Zeelye, however, was on only her second voyage, whereas all the others in this fleet were either old or in a very lamentable condition. This small Dutch fleet was captured off St. Helena on the 13/6/1795, by Captain Essington in the Sceptre, a British Man of War. Taken as prizes to St. Helena, they were checked over there for faults and the captains were question as to their ships condition. All but the Zeelye were found to be in a poor state. After some hasty repairs were made they sailed for England on the 2nd of July under the protection of Captain Essington. The Times states that: in the course of the voyage, in consequence of stormy weather, the Houghly made so much water that they were obliged to take as much of the property out of her as they could, and afterwards burnt her. The Surcheance foundered at sea, although all her crew were saved except, ironically, the Prize Master. The Zeelye and the remaining prize ships arrived in safety in Ireland in the River Shannon on the 14/9/1795. Here they were once again surveyed for faults by: men of skill and their report was that none of them at that time of the year was fit to carry their cargoes to England except the Zeelye, which sailed for England in October and was lost on the rocks of Scilly. She was declared a total loss.

The exact date she left Ireland is yet unknown but it was reported to be on a Friday and lost at Scilly at 3 o'clock. 24 men were lost and 45 saved. The Zeelye (sea lily) was 1500 tons and either built (or registered) to the town of Middleburg in Holland.

It is highly possible that this ship struck a rock called: 'The Wee', as numerous guns are to be found around the northern side of this rock; two even leaning up against it. Fragments of Chinese Porcelain also litter the area. A few small guns are also to be found between the Wee and the Little Crebawethen. A further two guns are lying on the south side of the Wee, one of which is a large lower deck gun in very shallow water that can be seen at low spring tides the other an upper deck gun. Of all the guns we have seen they number no more than 20 at most. Were they salvaged or do the rest lie elsewhere? Packed within her cargo of tea, the Zeelye is supposed to have carried aboard the largest cargo of Chinese pottery ever carried; a refuted 2.4 million separate pieces of Ching Dynasty, (Chien Lung 1736-1796), blue and white kaolin porcelain. The cargo was valued, at the time of loss as being worth £140,000. Quite a lot of this exact Dynasty porcelain can be found in fragmentary condition within the Crebawethen horseshoe, in a pool between the Wee and the Great Crebawethen. It is possible that quite a lot of this cargo, if not salvaged at the time, could also lie in much deeper water and possibly washed out around to the south and west of the Wee. Maybe this is where the rest of her guns lie too.

Lloyd's List: Tues. 20/10/1795, No. 2761.
The Scillonian Magazine 275/194-195.

ZELDA [16/4/1874] (TL) – Birmingham Daily Post, Friday, 17/4/1874:
“A telegraph dispatch received in Liverpool yesterday announces the wreck of the new Liverpool steamer Zelda, on Maiden Bower Rock (Scilly), during thick fog, on the night of the 15th inst. She had only left Liverpool on Monday last on her first voyage, and was bound to Palermo and Messina. She was a vessel of 915 tons, owned in Liverpool by Messrs. Glynn and Sons, and at the time she left Liverpool was under the command of Captain Pearce. Latest accounts state that she is full of water.”

Detailed report in the West Briton and Cornwall Advertiser, Thursday, 23/4/1874.
Board of Trade Inquiry, Edinburgh Evening News, 13/5/1874.
Lloyd’s List: 17/4/1874, No. 18,716.
Detail in SI & WoS page 124-125.
Small Porthole in IOS Museum.

ZENITH [25/11/1920] (TL) – Cornishman, Wednesday, 1/12/1920:
“The brigantine Zenith from Portishead to Poole, with a cargo of wheat, foundered four miles W. by N. approximately, off the Longship’s at 2 p.m. on Thursday. The crew of seven consisted of one Dane, one Dutchman, one Finn, one Russian, and three British. The captain was H. Wetherall) They were picked up by the ketch Ellen Beatrice, bound to Jersey, and were landed at St. Ives at 1.30 on Friday.”

Much more detail in this lengthy report.
ZENO [5/1873] (TL) – Dundee, Perth, Forfar, and Fife’s Peoples Journal, Saturday, 14/6/1873:
Detailed and lengthy inquiry into the loss of this vessel about 200 miles off Scilly. Gases from the coal cargo exploded and damaged the vessel’s iron plates. The vessel foundered as a result. The crew took to their boats and were taken aboard the steamer Brighton.
**ZOE** [5/1865] (TL) – Hull and Eastern Counties Herald, Thursday, 18/5/1865:

“Capt. Crisp, of the Zoe, of Hull, from Camillas for Antwerp, has made the following report: Sailed from Camillas April 16, with a cargo of zinc mineral, for Antwerp, and after a succession of strong gales and stormy weather the ship strained and made water; the pumps being carefully attended to. Made Scilly Islands on the 27th of the same month; after which experienced heavy gales and very stormy weather from the eastward. Ship laboring and straining caused her to make much water. On the 29th of April signaled a barque, which proved to be the Marie, of Bergan, Christenson, from Alexandria for Hull, who wore his ship, and lay by the Zoe 30 hours. On Sunday afternoon, the 30th, from the severity of the gale and weather, the leak gaining, and with 3½ feet of water in the hold, and the crew exhausted from pumping, deemed it prudent for the safety of our lives to abandon the Zoe. In getting out the boat it was stove badly in the bottom. The barque then put out her skiff and took us off the wreck, and afterwards put us on board the Antwerp pilot boat, which landed us at Flushing on May 5.”

Some extra detail in IOSM.

**ZORGEN VLYT** [14/2/1838] (DNR) – Belfast Commercial Chronicle, Monday, 26/2/1838:

“The Zorgen Vlyt, Bergher, from Liverpool to Rotterdam was driven on the rocks at Scilly, on the 14th inst. One of four vessels during the great storm.”

In this report only the Victoria from Newport is recorded as being sunk.

Note: The Lancaster Gazette, Saturday, 24/2/1838, has;

“On the 14th, four vessels were wrecked on the rocks of Scilly. One is the Bergher, Liverpool to Rotterdam.”

The names of the other three are not mentioned here. ‘Bergher’ being the master, not the name of the vessel.

Later report; Caledonian Mercury, Thursday, 1/3/1838:

“will be saved (partly damaged) with her materials; vessel is bilged.”
2 - Unidentified Incidents in Date Order

This section, in date order, records incidents in which vessels have been seen either being wrecked or in a reasonably complete wrecked state. It is surprising in some reports that the name of the vessel is not actually mentioned. Further research may discover a name. Similar format to Section 3 which focuses on sightings of debris from wreck and debris from damage to vessels caused by bad weather.

2.1 - Period 1140 to 1749

The references from historic sources like the British History Online.

“Of the Kings Demeanors.
The Sherrif of Cornwall accompted for xxvj for the wreck of a ship lost off the Isle of Sully” Also states above the entries- “In the 5th year of King Stephen.”
Although Scilly was indeed called Sully at this time, this incident could be off Wales.

Referring to an Incident in the year of 1305.
“Coroner for the Isles of Scilly, William Le Poer, on going to Tresco to take charge of the salvaged cargo, was seized by the mob, led by Ranulphe de Blanchminster, Lord of the Manor, and imprisoned until he was able to purchase his freedom”. After Cornwall County Coroners Petitioned the local Parliament, they in turn described to the King what had previously happened to the Scilly Coroner, Le Poer, who had been “appointed to receive and guard wreck for the Island of Scilly’…… the men of the island prevent and appropriate and lay waste to a wreck, and do not permit the said coroner to perform his office with regard to it, threatening to drown and butcher him” - (Investigation in Medieval England by S. M. Butler.) The original is found in the Parliament Rolls of Medieval England. Edward I Parliaments, Roll 12. “William le Poer chosen coroner to receive and guard wreck in the island of Scilly, the men of that island prevent, appropriate and lay waste this wreck, and do not permit the same coroner to perform his office with regard to it, threatening to drown and butcher him etc.”
Also; “The third of these petitions (item 113) led to the issuing of a commission of oyer and terminer to Hervey of Staunton, Roger of Southcote and Hugh Peverel to hear and determine the complaint of William le Poer, the coroner in the Isles of Scilly, of his arrest by certain named individuals when he attempted to take control of wreck of the sea at Tresco belonging to king dated 31 March 1305 at Westminster and warranted by a petition of council: CPR 1301-7, 350-1.”
The exact position of this wreck is unclear. Two sites of 14th century pottery have been found on the sea bed at Scilly thus far, either may denote this wreck. The first was found in the 1980’s in Tresco channel by salvage diver, Mac Mace, whilst servicing and laying moorings there. Although only fragments of pottery were encountered in this position and no actual signs of a vessel have ever been encountered. The second site was found by the authors near Nut Rock and this site does contain items of wreckage such as an anchor; a rudder gudgeon and mast hoops and chains, as well as many fragments of 14th century pottery. However, the actual position of the wreck described in the narratives will probably never be known.

[1342 – 45] – “The cargo of three vessels wrecked during a four-year period was plundered by locals much to the annoyance of the Black Prince, who owned the right to wreck.”
We have not been able to confirm this actual reference, however in the National Library of Wales (Brittany and Wales in the Middle ages) there is references to an incident on 3/11/1342. During the One Hundred years war a fleet, under Sir Edmund Hakelut, “was driven ashore at Scilly during a storm”. Aboard were 600 welsh archers who were stranded upon the islands for 3 weeks- “causing many problems and £500 in damages”
Calendar of Patent Rolls 1343-45. Page 494; E101/23/22m.

[1530] - Les sources inédites de l'histoire du Madoc de 1530. E. Leroux 1925. P563. “and further saith that about 12 dayses sithence, the Turkish pirate wherein this examineate was, did a little off from Syll, take a ship of Plymoutth of the burden 3 score tuns bound for newfoundland in a fishing voyae, wherein sithence, one of the six Turkish shippes tooke a ship of London, of three tuns or thereabouts in the northern cape, and tooke out of her eleven men and their ordinance, and after sunke the said ship. And about six days after they did take six French barkes, a little from Syll, and six score men which were in the said barkes, all which men said pirates tooke into their shippes”

191
On Saturday morning we were 15 leagues off the south end of Scilly. The previous day a violent N.N.E. wind had sprung up. On Saturday at daybreak we sighted two ships which were emerging from St. George’s Channel between Cape Longnose (i.e., Land’s End), and the seven stones. They came up with us, and the hulk Gato attacked one of them, and captured all the men on board, the vessel shortly afterwards foundering, two of the men being killed, and the other, mortally wounded, going down with her. The Paloma Blanca attacked the other one, capturing four men; but she drifted away from her, having broken her mainyard-arm. The Admiral went on board the prize to make her fit for sailing, but the sea was terribly rough, and the Admiral was only saved by a miracle, for he broke two of his ribs whilst leaving the prize. We took him on board again, and one of the soldiers from the hulk Paloma, who had got on board during the attack. One of these ships reported that she was going to Biscay with wheat and some tanned hides, and the other was bound for France with coal (charcoal?). They had both sailed together from Dublin with 12 persons on board of each of them. The ship bound for France had two friars on board, one a Bernardin and the other a Franciscan, who were flying from the English in the North of Ireland, where two important monasteries had been burnt in the last six weeks; the friars being burnt as well. These two had fled to the woods. The ship they were in was a Scotch vessel, the other being Irish. The friars said they were escaping from terrible cruelties. The Scotch shipmaster said that he had left a Scottish port called Dudat (Dundee?) 22 days before, and it was said there that a nobleman named (Morton?), who had come from Spain, was raising troops, and the king of Scotland had arrested him. One of the sailors, who had come from Dublin, said that there was news that Drake had 180 ships, divided into three squadrons of 60 sail each. Two of the squadrons were to the east of Dover and the other at Plymouth, 20 leagues from the Lizard. It was current in Dublin that great land preparations were being made for defence; and that 180 or 200 great ships were coming from Spain. During this time the sea was running immensely high from the N.E. At nightfall the Paloma Blanca, seeing that the ship that had been captured was going down, was ordered by the Admiral to cast her off, which she did. We then ran towards Corunna with the wind astern, as we could do no more, and we were sure that no ships of the Armada were off Cape Longnose, Mount’s Bay, St. Michael’s, or Scilly. The gale continued to blow furiously until Sunday, when the wind began to back to the north, and we tried to make for Cape Ortelig. On Monday we sighted five vessels ahead towards the S.S.W. We gave chase to discover whether they were ships of the Armada, but they looked like Breton ships coming from Portugal. We then continued our voyage to Corunna, where we arrived to-day” — 6th July 1588.

Sir Francis Godolphin to (Nicholas). “Particulars of a wreck which happened in the Islands of Scilly some years since are at length arrived in the main. A due appraisement and just account shall shortly be given in”.

(Not to be mistaken with the later Sir Francis Wheler who was shipwrecked in the Suzzex off Gibraltar in 1693.)

Petition of Antoine Mauvoison, merchant of Abbeville, to the Lords of the Admiralty. “Last June petitioner loaded a ship with colssac, otherwise called rebette [brassica arvensis], to be carried into France. The ship was intercepted by Turkish corsairs, who took out the men and left the rest to the mercy of the waves. Being driven near the Scilly Islands she was perceived by sailors and carried into harbour, where she was confiscated for the benefit of Sir Francis Godolphin, and the cargo sold for 2,300l. On application to the Admiralty for payment of that sum, petitioner offered to deduct salvage and all lawful charges....”
“He sailed for France but was driven back by storms and died on Burnt Island in 1646. & Sir Ralph Dutton’s estate was sequestered in the great rebellion and he was forced himself to fly beyond the seas, but being beaten back by adverse winds in his passage from Lieth to France, he was cast ashore on Burnt Island and died there in 1646.”

Very few records survive between 1644 & 1647; especially from the Royalist side of the conflict. As a result, we have not been able to establish a name for this ship. Similarly, we have been unable to verify if this incident refers to the Burnt Island near St. Agnes, in the Isles of Scilly. Some secondary sources have written that it did occur at Scilly. Others merely state: Burnt Island, England.

1650 – Charles in the Channel Islands. A contribution to his biography and to the history of his age.

By S. Elliot Hoskins. Pages 379 -380.
Letter from the King to the Marquis of Ormond. 1650.
“diverse shipps with supply of men and provisions from England have been cast away by the storms in as much as St. Peter (Hugh Peter) writes to his holy crew in England, that the hand of God is heavy upon them. Scilley is very rich by reason of several prizes, good wracks, this winter which will the better enable the Governor to increase the numbers and fortifications of that Garrison”

1651 – 2 boats carrying Parliamentarian troops and a bronze piece in the bows of each were lost in the attack on Tresco during the English Civil War June, 1651. Reported in many publications. Royalists report that the boats sinking was due to their firing upon them, and the Parliamentarian side reports simply that two boats ran upon the rocks during the amphibious attack upon Old Grimsby and the Blockhouse there. See, among others Scilly at War by Bowley. also in the Calendar of State papers & Admiral Blake General at sea by William Hepworth Dixon.

1651 - Mariners Mirror 19-20th April 1651. Severe Storm.
Actual incident appears to be 10-11th May 1651. Written from intelligence gained by Cornelius Evertson while aboard Admiral Blakes ship Phoenix. Evertson states that six royalist frigates were at Scilly at this time and: “The Enemies strength to be not above 700 men and probably also the dejection that was spreading among them. On the next afternoon a tremendous storm broke, which forced Blakes men of War out to sea, blew down their soldier’s tents, and drove ashore as total wrecks two of the enemy’s best frigates which rode under the hugh hill near their shore to prevent our boats coming in to land there”. This incident heavily weakened the last obstacle by sea for Blake and he subsequently took St. Mary’s after pounding Star Castle into submission with his ships. Garrison Hill was known as Hew Hill during this period so these ships must have been wrecked around that shore. The following, by Sir George Ascue, who talks about the benefit gained in taking Tresco and Samson in 1651: “The two islands command the road, as well as St. Mary’s and the gaining of those two Islands would render St. Marys useless to the enemy, besides it would be a speedy means to force St. Marys Island to submission… the men of war belonging to these piratical rocks, will be like mice that run from a falling house, and must be forced to seek a new rendezvous. Neither can St. Marys exist without them”

Here is a short list of so some of the Royalist ships known to be at Scilly during this period:
Crowned Lion, Gillyflower, Peter, Michael, St. Michael, Royal James, & the Mary

but none of these appear to have been wrecked as all seem to be accounted for in later records. A tale of the fate of two of these ships is in the Calendar of State Papers Charles II. Whitehall. 17/6/1651: “When the Isles of Scilly were taken, two frigates, the Michael, taken at Tresco, and the Peter, taken at Bryer Island, were found there; they being fit for service, let order be given for fitting and victualling them for six months. The Michael shall be in future called Tresco, and the Peter, Bryer, after the Islands from whence they came, and have one 24 and the other 16 guns put on board.”

The Royalist ships seem to have numbered around a dozen in all and the statement- “best frigates” -suggest either new ships or those of over 24 guns. The Royalists gained ships from numerous places, many were taken by force from the Dutch, whilst others were gained from those either allied to, or quietly friendly with, the Royalists; such as the Portuguese, French and Spanish. There are two Civil War period wrecks around the Garrison Hill. One is reported as being near the Sewage outflow at Morning Point (looked for but unconfirmed by the author) the other was discovered by this author in shallow water around the north and east of the rocky out crop called, Dr’s Keys. Only 3 large guns and 1 anchor were found there and this suggests heavy salvage at the time of wrecking. The site does appear to be of the correct date to fit the narrative above.

Also found in the Genealogical and heraldic history of the extinct Baronetcies by Sir John Burke 1838:

“Three ships have come in from the Canaries, and others from Zante with currants, having lost one, which was chased on shore at Scilly by the French. They were also chased in the Mediterranean by the Turkish frigates of Tripoly and Tunis, who much infest those seas.”
Captain Sam Sharland. *Fox* Kinsale. (Admiralty Communication)
“Sailed from Plymouth on the 19th ult. with 3 vessels for Kinsale, but was stayed at Scilly by contrary winds. Left Scilly on the 26th ult., but a very tempestuous storm arising, lost the company of 2 of the vessels, and the other was driven against the cliffs, torn to pieces, and every man drowned.”

“A ship of 130 tons, cast away on the Scilly Islands.” Also, a footnote 12-22 March, 1663 in the same files, it states: “of two ships which left Virginia with heavy cargoes of goods, one arrived safely these last days at Plymouth; the other was wrecked on the sand with a total loss, except of the persons, causing notable prejudice to some of the merchants here.” Mercurius Publicus 5/3/1663. Also, states “a ship of Virginia was lost at Scilly.”

October 24. Falmouth 23. Thomas Holden to Williamson. “The Endeavour, laden with coal from wales, with 20 more vessels, left Milford on the 14th, put into Scilly in a storm, in which one vessel is lost and several missing, and has arrived at Falmouth.” This reference reads very differently from the IOSM page 11, which names the *Endeavour*. Only one vessel was lost, and that vessel is unidentified and it was lost in a position unstated and not necessarily lost at Scilly.

Thomas Holden to Hicks. “A Spanish vessel cast away on Scilly Island, wherein was a great Spanish Don, bound for Flanders; he complained much of the cruelty of the islanders, who left him on a rock a day or two, though they could have fetched him off safely, valuing saving the goods more than his life.”
Also found in: The Victorian History of the County of Cornwall. 1906. Vol. I.
A Spanish vessel was lost on the Scillies and a passenger of rank complained of the cruelty of the Scillonians in leaving him for a day or two on a rock before taking him off, and valuing the goods more than my life although they could have rescued him without risk.

[23/12/1667] - Calendar of State Papers Domestic Charles II 1667-8. Dover. “A Dover Vessel of 100 tons, from Malaga, has been lost about Scilly, and all drowned.” Another entry same year states “was cast away near Scilly but her men saved.”

John Maurice to Williamson. “A French vessel from New England laden with bank fish was bulged in Scilly harbour, having lost all her masts at sea, and her master and mate washed overboard. The rest of the crew sold the ship and goods for a small matter to the inhabitants of the place, who got her off the next tide.”

[1670] - Calendar of State Papers Domestic series Charles II 1670.
Deal. “A homeward bound vessel says that about Scilly they saw the after part of a great ship, which they concluded to be an English wreck.”

[19/12/1672] - Calendar of State Papers Domestic Series Reign of Charles II. 1660-1685.
“A French vessel, bound for London, laden with wines and brandy, was cast away last Saturday night upon the Island of Scilly, and none of the goods saved.”

“We have just now advice that the 27th were cast away off Scilly two Dutch Capers, and a Guineaman they had taken.” Another entry for the same year states “on the Bishop and Clerkes.”

A. Goodyear to Williamson. “Yesterday came in a Dutch East India ship of about 8 or 900 tons, outward bound, which is yet in harbour to be supplied with a mainmast which she lost in a late storm. There is a report that her captain said they saw a vessel somewhat off Scilly of about 150 or 170 tons lying in the sea with her keel upward.”

[21/12/1675] - Calendar of State Papers Domestic Charles II 1675-6. “and another cast away on Scilly, a big ship, all the men were drowned but four.”

[19/11/1677] - Calendar of State Papers Domestic Charles II. 1677.
“We had these 14 days past many storms and much foul weather. We hear of an English ship from Barbados laden with sugar cast away at Scilly, all the men saved and much of the goods”

[18/11/1689] – IOSM page 13 and various other publications. “A transport vessel leaving Scilly struck the Woolpack, finally sinking close to Old Town Gilstone”. We have been unable to confirm an original source of this narrative and think must be a corruption of the original source material because the names used within the text seem too specific for the date of the narrative, whilst at the same time show no identification of the ship. Further to this, all the modern narratives all source each other and yet have the same author and /or editor. See Jason 1781.
[6/12/1690] - Calendar of State Papers Domestic; William & Mary 1690-1. "Thomas Child and Francis Barlo to go on board the ship Port Royal, Capt Patch, Commander, bound for Bristol, and from there to pass to the Lizard in Cornwall, and the Isles of Scilly to work on the wrecks in the sea thereabouts, and return."

[24/2/1692] - Calendar of State Papers Domestic William & Mary, 1691-2. "This day the Centurion sailed; one of the transport ships who went after her, struck upon a rock and sank, but all the men saved."

[29/3/1692] - Calendar of State Papers Domestic William and Mary, March, 1691. "John Holland to go to the Lizard in Cornwall and the Isles of Scilly, upon their Majesties' service, "to work on the wreck in the sea thereabouts" and from thence to return to London; for William Combs to go, upon the same account; both recommended by Philip Ford, a quaker."


[1703] - A History of Warwick Vol. 6. Knightlow Hundred. Parishes. Cubbington Church Parish of St. Mary. "On the east wall of the Nave, north of the Chancel arch is an oval carved wooden monument to Captain Abraham Murcott, who was drowned off the Scilly Isles in the great storm of 1703, it bares a shield of his arms rising out of a boat and supported by a sailor and Neptune."


[12/1720] - A Survey of the Ancient and present state of the Isles of Scilly: "Due South from the lighthouse is a rock in the sea, near a quarter of a mile from the shore, called the Wingletang, on which a dutch vessel was lost in the year 1720, and all the people on board perished." Ref. John Troutbeck 1796.

[1730] - Western Rocks; Rosevair, Western Rocks - "In the year 1730 a vessel from the Canary Islands, laden with wine, was lost upon the island of Rosevair. The Captains name was Roberts; some fishermen went to his assistance, and got some of his men off, but the Captain would not quit his vessel, on account of a large quantity of money being on board; the weather became worse, so he and one man got upon the island, where they were saved by lashing themselves to a rock; they remained in this situation three days before they could be got off, and several of the people perished." John Troutbeck, 1796, page 202.

[4/1737] - "In April, 1737, a vessel went ashore in Old Grimsby; the Captain's name was Stut, came from Bristol, bound to Falmouth, with groceries. The men were all saved, and the cargo was put into cellars, and reshipped." John Troutbeck, 1796, page 203.

[12/1737] - A Survey of the Ancient and present state of the Isles of Scilly. By John Troutbeck. "near a quarter of a mile SE from the Giants Punch Bowl, is Wingletang Bay, where a Dutch ship laden with bale goods was driven ashore by a violent storm of wind then SE. The captain was knocked overboard with the boom and was drowned; only one man more perished by the severity of the weather, after he got on shore. This accident occurred in December 1737."

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2.2 - Period from 1750

The section which follows (from 1750) relies to a much larger extent on newspaper archives. Note, there are concerns that for a short duration, c.1786, that there may have been a mischievous Lloyd’s agent at Scilly!!

**Oxford Journal, Saturday, 18/2/1786**: “By a Letter from Scilly, dated Feb. 7, we have received a Contradiction of those Reports which have appeared in some of the Papers, relative to the Losses by Shipping on that Coast. Not one Vessel has been lost, nor wrecked, nor stranded, nor any one come greatly distressed, except a French Brigantine, which the Captain and Crew quitted near the Land’s End. It is cruel to sport with the Feelings of Humanity, by fabricating Accounts which never happened.”

**Hampshire Chronicle, Monday, 6/3/1786**: “Mr. Leggett, surgeon to the garrison at St Mary’s, Scilly, in a letter to the Master of New Lloyd’s Coffee-House, flatly contradicts the accounts given in several papers of last month, of several vessels said to be lost and distressed at those islands; and asserts, that no accident has happened in those islands the whole winter, nor any vessel been lost, wrecked or stranded, nor any come in greatly distressed, except a French brigantine, which the captain and crew quitted near the land’s end.”!


A large ship laden with tobacco is lost off Scilly, and all the men drowned. Her name is not yet known.

[1760] - Lloyd’s List: Tues. 29/1/1760, No. 2509: “A Dutch Dogger, Burthen 150 Tons, with 220 Hhds of Tobacco, from Whitehaven, suppos’d for Holland, who has on her Stern wrote in gold Letters, DE ANNA MARIA, 39, was towed into Scilly the 27th ult. having no living Creature on board.”

[5/1765] - Lloyd’s List: Tues. 28/5/1765, No. 3064: “A Dutch Ship from Bayonne for Bremen with Wine, is lost at Scilly, but the Cargo is saved.”

[9/1765] - Lloyd’s List: Tues. 1/10/1765, No. 3100: “The Susannah, Baird, who is arriv’d in the River from Jamaica, on the 15th ult. about 150 Leagues to the Westward of Scilly, fell in with the Wreck of a large Ship, her Mast’s gone, and sunk down to the Water’s Edge, her Head and Stern above Water.”

[12/1766] - Lloyd’s List: Fri. 19/12/1766, No. 3226: “Also lately was lost at Scilly, a French Ship with Pilchards from St. Ives for the Isle of Rea, the Crew were all saved in a Boat, and afterwards the Vessel sunk with her Cargo.”

[1/1768] - Caledonian Mercury, Monday, 4/1/1768: “They write from Scilly, that the wreck of a large three mast Dutch galliot had been drove ashore among the rocks, but it was not known what was become of the crew.”

[15/9/1768] – Bath Chronicle and Weekly Gazette, Thursday, 6/10/1768: “On the 15th ult. Capt. Muire, of the Beggars Bennison, who is arrived at Milford, fell in with a brig, 15 leagues N. W. of Scilly, and sent his boat and four men on board to examine her, but found no living person on board, nor any writings, chests of cloaths, her sail being all from the yards, and not a sail or canvass of any kind on board, except three or four yards of an old stay sail being cut from the bolt rope. She is a new vessel, about 200 tons, with an image head, and carved quarter pieces, square-sterned, British-built, painted blue, her cabin painted blue and red; after lying by her for eight hours, on purpose to carry her into some port, it coming to blow from the N. W. with a heavy sea, she shipping much water, and having no hatches, went down.”

[4/1769] - Salisbury and Winchester Journal, Monday, 10/4/1769: “A large vessel, name unknown, bound from Boston in New England to Poole, was driven on the rocks of Scilly, in a violent storm, last week. The ship was dashed to pieces; the master and two men were saved by swimming.”

[c.6/1769] - Caledonian Mercury. Monday, 12/6/1769: “They write from Scilly that diverse pieces of wreck have lately been cast ashore among the Islands, some of which appear to have been (French?) transports laden with stores for Brest and Rochfort.”

[4/1770] - Lloyd’s List: Tues. 10/4/1770, No. 3566: “A French flat bottom boat without masts, sails or bowsprit was lost on the rocks of Scilly a few days ago, with the name Bourdeaux carved on her stern, it was not known what had become of the crew.”

Advice is received that a French Frigate of, is
Bristol, 9
n the western coast, and t
e Rock of Scilly, and beat to Pieces; and that the greatest Part
A large ship very deeply laden, was
th
urday, 25/9/1773: "A large ship, loaded with tobacco
almost to pieces on Sunday night last, off Scilly, by the lightning

The former had but four men on her
deck, and the boats were gone, so that it is supposed all her crew had left her, except those that were
seen by us. It was impossible, for certain, to tell what build they were.

Two French frigates were shivered almost to pieces on Sunday night last, off Scilly, by the lightning."
[2/1781] – Northampton Mercury, Monday, 26/2/1781: “Letters from Scilly bring melancholy accounts of the damage done amongst the shipping near that place; that several Dutch and French ships were drove against the rocks, and dashed to pieces, and the crews were all drowned; some were drove on shore and lost; but most of the crews were saved; three vessels were drove to sea, and have not since been heard of.”

“This afternoon a large Dutch ship was drove on shore on rocks of this place by two English privateers; the wind blew so hard when she drove on shore that she has two planks parted, and is filling with water, so that none of her cargo can be saved.”

Also; New Lloyd’s List: Tues. 13/3/1781, No. 1249: “Last Sunday a large Dutch West-Indianman, with 30 Tons of Indigo, and other valuables, came close in with the islands of Scilly, and a boat went off to her; the captain of the Dutchman desired them to put them into port, not knowing of hostilities; the people took possession of the vessel, and carried her safe into Scilly.”

[19/4/1781] – Saunders’s News-Letter, Saturday, 5/5/1781: “A letter from St. Mary’s Scilly, dated April 20, brings advice, that a Dutch man of war, of 50 guns, and a sloop, the night before, ran on a rock, and were lost; several vessels under their convoy were very near sharing the same fate. They were bound from Rotterdam to France, loaded with divers sorts of goods. Some of the man of war materials will be saved, if the weather proves moderate.”

[4/6/1781] – Aberdeen Journal, Monday, 25/6/1781: “A letter from St. Mary’s, in Scilly, brings advice, that a Dutch man of war, was, in a storm of thunder, lightning and rain, driven on a rock the 4th inst. Entirely lost, and only forty of the crew were saved.”

[7/1781] – Northampton Mercury, Monday, 23/7/1781: “Yesterday morning advice was received from St. Mary’s, in Scilly, that a large Dutch frigate, being in chase of the James and Mary belonging to Poole, ran on a rock, and was entirely lost, and all the crew drowned, except five men and a boy.”

[28/9/1781] – Cumberland Pacquet, Tuesday, 2/10/1781: “Cowes, September 19. By the master of a vessel who is put in here from Scilly, we learn, that a large Dutch ship loaded with warlike stores, board from Brest to Amsterdam, was drove on a rock by a gale of wind last Friday in the afternoon, and all the crew drowned except five men, who were taken up by an armed vessel which the above ship under convoy, and another loaded ship which was in company was very near sharing the same fate.”

[30/12/1781] – Derby Mercury, Thursday, 10/1/1782: “A letter from the Island of Scilly, dated Dec. 30. says; These deserted Islands were never visited with more inclement and boisterous weather than we have experienced since the commencement of the present month; indeed, for two months we have had nothing but storms. Seven ships have been lost in the three last weeks, all foreign, of which two were privateers. The wrecks have been driven on shore here in different places; but as we have seen nothing of the crews, they probably have all perished.”

[2/1782] – Stamford Mercury, Thursday, 28/2/1782: “The Kite frigate has brought into Plymouth a French home-ward bound West-Indianman, which was found off Scilly deserted by the crew; she is supposed to be from Cape Francois. Her cargo consisted of sugar, coffee, &c. but great part was thrown overboard; she had five feet water in her hold, but the British tars by keeping to the pumps kept her with difficulty from sinking.”

[3/1782] – Northampton Mercury. 18/3/1782: “A letter from Torbay says; that a vessel is put in there from St. Mary’s in Scilly, by which it is learnt that two French privateers, which were cruising off there were last Saturday morning drove upon the rocks in a gale of wind, one was entirely lost, and part of the crew was drowned, and the other was so much damaged that she is unfit for further service; they both belonged to Bordeaux.”

[4/1782] – Norfolk Chronicle, Saturday, 13/4/1782: “Advice is received from Guernsey, that the Triumph privateer, of 20 guns, has taken in the bay of Biscay a Spanish privateer of 26 guns after an engagement of one hour, in which the Spanish vessel was so much shattered in her hull that she sunk off Scilly, and had but just time to take the people on board. The wounded men, twenty in number, were landed at St. Mary’s, in Scilly the Triumph being very leaky.”

[7/9/1782] – Kentish Gazette, Wednesday, 18/9/1782: “A letter from St. Mary’s, Scilly, Sept. 8 says that yesterday in the afternoon a large Dutch ship, very deeply laden, ran on shore in sight of this place, without a living creature on board, and soon after bulged. We could give no assistance, if any of the crew had been on board, the wind continuing to blow very hard; it is imagined that she was very leaky, and the crew had deserted her.”

[9/1782] – Caledonian Mercury, Saturday, 5/10/1782: “A letter from St. Mary’s, in Scilly, says that last Thursday se’ennight, the wind blew a hurricane, and two vessels, one French and the other Dutch, were drove with violence upon the rocks, immediately went to pieces, and both crews were drowned.”
[31/10/1782] – Saunders’s News-Letter, Friday, 15/11/1782: “A letter from St. Mary’s in Scilly, says that a large Dutch frigate, which had several merchantmen under convoy, was drove upon the rocks in a gale of wind the 31st ult. and entirely lost; all the crew were drowned – that the merchant ships seemed to be in distress, but they bore away for the coast of France, not being able to give any assistance to the frigate, as she immediately went to pieces.”

[11/1782] – Saunders’s News-Letter, Monday, 9/12/1782: “Extract of a letter from Scilly, Nov. 28. – This being the dead season with us, we have nothing to give but what you must have been informed of in a much earlier channel; a large ship was lost on Monday evening near Magazine, (Garrison?) and twelve people only of the crew, which consisted of 160 men, were saved. We learn she is a Dutch West Indiaman from Curraaco for Amsterdam, of 24 guns, and 470 tons’ burthen.”

[2/1783] – Leeds Intelligencer, Tuesday, 25/2/1783: “A Frenchman of war of 50 guns ran on shore there among the beakers, but by throwing some of her guns overboard she was got off, though much damaged, that she was obliged to return to Brest to be repaired.”

[3/1783] – Saunders’s News-Letter, Thursday, 6/3/1783: “A letter from St. Mary’s in Scilly, say, that the high winds have done a great deal of mischief amongst the shipping; that one Danish, and two Dutch vessels, also a French sloop of war (probably the one above and below), were all drove upon the rocks, and entirely lost, but most of the crews were saved by climbing upon the rocks, and waiting till some boats took them off.”

[4/3/1783] – Kentish Gazette, Wednesday, 12/3/1783: “A letter from Scilly, dated March 4, says; This morning a large ship, under French colours, drove ashore on the Rocks here; the people on board hoisted signal of distress, and fired several guns, but the wind blew so hard, and the sea ran so high, that no person dared venture out to their assistance. At four o’clock in the afternoon the wind rather abated, and a heavy fall of snow came on, which hindered us seeing what condition she was in: But according to all appearance, before the snow came, she must have sunk soon after.”

[4/1783] – Saunders’s News-Letter, Friday, 4/4/1783: “A letter from St. Mary’s, in Scilly says, that a large ship, supposed to be a Swede, was drove upon a rock in a hard gale of wind, and entirely lost; and the crew were all drowned.”

[6/1783] – Saunders’s News-Letter, Thursday, 19/6/1783: “A letter from St. Mary’s, in Scilly, says that a large Danish ship, supposed to be an outward-bound East Indiaman, was on the 29th ult. in a gale of wind, drove on the rocks, and entirely lost, and it is feared that all the crew perished.”

[10/1783] – Hampshire Chronicle, Monday, 6/10/1783: “They write from St. Mary’s Scilly, that a large ship from Saint Domingo, for Brest, was lately lost on the rocks, the weather being very tempestuous, and all the crew, except six persons, perished.”

[2/1784] – Hibernian Journal, Friday, 6/2/1784: “A letter from St. Mary’s, in Scilly, has the following Article: We have had such blowing and foggy Weather, that more Vessels have run on the Rocks than have been remembered for a long Time before; and it is no wonder, for the thickness of the Fog hid the Light from the Eyes of the Mariners, and almost every Night there were Signals of Distress made, but it was impossible for us to give them any Assistance, without Danger of being lost ourselves. A great many pieces of Wreck float on the Water, but we have not yet been able to get any Account of what Ships are lost.” Later, Scilly: Yesterday came on shore the hull of a large ship, without a living soul on board, and is bulged; four other vessels are drove on shore, two of which it is feared will be lost, the others it is imagined will be got off.”

[20/3/1784] – Saunders’s News-Letter, Thursday, 25/3/1784: “A large ship, under French colours, was drove on shore last Saturday off Scilly, and all the crew perished.”

[21/3/1784] – Saunders’s News-Letter, Friday, 2/4/1784: “Scilly, March 21. – Several of the dead bodies belonging to the French ship that was stranded here, as mentioned in my last, have been drove here, and taken and buried. Two other vessels drove on shore this morning, but we are in hopes of getting them off.”

[20/3/1784] – Saunders’s News-Letter, Wednesday, 7/4/1784: “A letter from St. Mary’s in Scilly, says that a large Dutch ship, on the 20th ult. was, in a hard gale of wind, drove on the rocks, and entirely lost; the crew were taken up by a vessel from Guernsey, and landed at St. Mary’s.”

Oxford Journal, Saturday, 10/4/1784: “From the Antelope Packet returning from the Leeward Islands; “They saw a great Number of Pieces of Wrecks of Ships in different Parts floating upon the Surface of the Water, and when they arrived off Scilly the Sea was covered with Wrecks.”

[3/5/1784] – Hibernian Journal, Wednesday, 12/5/1784: “Scilly: A large ship, supposed to be a homeward-bound Swedish East Indiaman, was in the night of the third inst. In a hard gale of wind, drove upon the rocks and entirely lost, and the crew were all drowned; some of the bale goods have been saved out of the wreck.”

[7/1784] - Derby Mercury Thursday, 29/7/1784: “A letter from St. Mary’s in Scilly, says, that two vessels under Flemish colours were in a gale of wind on the 20th ult. Drove upon the rocks and entirely lost. The crews climbed up the rocks, where they remained twelve hours before any vessel could venture near enough to take them off.”

199
[10/1784] – Northampton Mercury, Monday, 25/10/1784: “A Letter from Scilly dated Oct. 11, says that yesterday a large Ship, with her Main-Mast gone, drove on Shore off here; they hoisted several Signals of Distress, and fired several Minute Guns; but the Wind blowing so exceedingly hard, none of our Boats could give them any Assistance. The Crew took to their Long Boat, and were driven to Sea, where it is feared they have perished, as several dead Bodies have been driven on Shore. The Ship is since bulged, and entirely lost.”

[12/1784] – Saunders’s News-Letter, 3/12/1784: “Scilly, Nov. 16. – We have had so much blowing weather for several days past as prevented the usual vessels passing to and from the land; two vessels were lost during these storms, one Dutch, the other a Swede, from Leghorn to Stockholm; only two or three men saved from the first. The other, to the number of forty in all were lost in the water.”

[16/12/1784] – Hampshire Chronicle, Monday, 3/1/1785: “Letter from Scilly: “An outward-bound Danish East Indiaman, was in the night of the 16th inst. Driven upon the rocks and soon went to pieces; part of the crew to their long-boat, and got safe on shore, the rest perished with the ship.”

[30/12/1784] – Times: Wednesday, 5/1/1785, Issue 4: “A large ship, without a living creature on board, drove on shore off Scilly the 30th ult. and was totally lost.”

[2/1785] – Sussex Advertiser Monday, 21/2/1785: “A letter from Guernsey says, that the ‘Guernsey Packet’, bound from Southampton to that island was lost in a storm of wind on the morning of the 3rd ult. The crew were taken up by a French ship, which was afterwards driven upon the rocks of Scilly; at which place the crew were again taken aboard another ship and carried to St. Mary’s Island, from whence they got passage home.”

[3/1785] – Saunders’s News-Letter, Saturday, 12/3/1785: “Two ships were drove on the rocks, and entirely lost, and the crews drowned; one they believe was French and the other Dutch, by the bodies of the sailors which have been thrown on shore.”

[17/3/1785] – Saunders’s News-Letter, Wednesday, 23/3/1785: “A large Dutch ship in ballast was driven on shore off Scilly on Thursday last, and totally lost, with all the crew.”

[16/4/1785] – Derby Mercury, Thursday, 21/4/1785: “Scilly, April 16. – Early this Morning a large Ship with yellow Sides, fiddle Head, and foreign built, drove on Shore off here with only one Mast standing, and very leaky; several Boats went off to her Assistance but before they could get near her she sunk; the Crew had deserted her before she drove on Shore, as not one Person was then on board.”

[7/1785] – Sussex Advertiser, Monday, 4/7/1785: “Scilly, June 25. – This morning a large ship, with pink stern, came a-shore here, seemingly half laden, under jury masts, and by the crew keeping a continual pumping, must have been very leaky. Several of the Boats went off to their assistance, but before they could get to them she sunk, and all on board perished.”

[9/1785] – Saunders’s News-Letter, Monday, 19/9/1785: “Scilly, Sept. 8. – On Tuesday last we had quite a hurricane, which lasted the whole day, and drove, a great number of ships and vessels on shore, several of which were lost, and several pieces of shipwreck and dead bodies have been seen floating off here. A large ship from Virginia, laden with tobacco, was drove on shore off this place, and totally lost, with most of the crew: she was bound to Amsterdam, and was then under American colours.”

[10/1785] – Saunders’s News-Letter, Tuesday, 11/10/1785: “They write from St. Mary’s in Scilly that a Dutch ship was drove on the rocks in a gale of winds, and entirely lost; the crew were taken off the rocks by the boats belonging to the Mary Ann, Capt. Frazer, of Cork, and landed at St. Mary’s; part of the cargo, consisting of spirits, was drove on shore by the next tide, and secured for the benefit of the owners.”

[16/10/1785] – Times: Saturday, 29/10/1785, Issue 264: “The captain of a ship, who is arrived in the River from St. Mary’s in Scilly, says, that a large French ship was drove on the rocks the 16th ult. in a hard gale of wind, and entirely lost; the crew were drowned—He says there have been more vessels lost on those rocks within six weeks than were for two years before.”

[12/1785] – Saunders’s News-Letter, Wednesday, 14/12/1785: “A letter (c. Dec. 6) from on board the Lisbon packet: Just off the Rocks of Scilly they saw the hulls of two ships driving before the wind, and that they dared not venture near them; also that on their passage they saw a vast number of pieces of wrecks and dead bodies floating about; and he was informed by the master of a vessel that a great deal of damage was done in the Bay.”

[7/1/1786] – Kentish Gazette, Tuesday, 17/1/1786: “St. Mary’s, Scilly, Jan. 7. – ‘I readily embrace the first opportunity which has occurred for near a month to write to you. We are as well as the most inclement weather will permit; this is the worst winter I have seen in nine years; the sea has been so terribly mountainous as to cover over small islands, and even to threaten us here with destruction. The snow is eleven feet on the rocks. The Star cutter is safe here, after narrowly escaping wreck between this island and the main.” Similar report: Saunders’s News-Letter, 19/1/1796.

[22/1/1786] – Cumberland Pacquet, and Ware’s Whitehaven Advertiser, Wednesday, 1/2/1786: “The letters from Scilly mention, that on the 22d inst. Twenty sail of vessels put in there, all dismayed, and with other damage; and that two small vessels were totally lost, with most of the crews.” Similar report in Derby Mercury, 19/1/1786.
[9/1786] - Large Dutch vessel - Times: Thursday, 21/9/1786, Issue 535: “September, 13. - “We have the most tempestuous weather that we have experienced for some time, which drove every ships and vessel which lay off here to sea, and distressed most of them; one large ship from America, laden with tobacco, bound to Amsterdam, was drove out to sea yesterday, thrown upon the rocks, and totally lost, with all the crew, except four, who were taken up by a French ship, who brought them in here.”

[8/10/1786] – Saunders’s News-Letter, Thursday, 19/10/1786: “This morning a large American built ship, without her main-mast, drove in here in distress: the crew fired several times, but the wind blowing very hard, that it was with difficulty they got back. About six o’clock this afternoon, the ship struck on a rock, and went to pieces, and all the crew perished. The wind still continues to blow exceedingly hard.” Similar report: Hereford Journal, 19/10/1786.

[2/1787] - Times: Saturday, 10/2/1787, Issue 672:

“January 26, 1787: Extract of a letter from St. Mary’s, Island of Scilly.

A few days’ ago a large West-Indiaman struck on some rock, called the Seven Stones, three leagues eastward of this place, and immediately went down; every soul on board perished. Some trifles have been picked up by the off islanders, that confirms her to be as described. A French brig that was towed in here some time back, had been out ten weeks from off the Banks of Newfoundland; the Captain dead, and none of the able to keep the deck. A cutter, which was dispatched to the owners at Cherbourg, for whose safety we had great apprehensions, is returned, and has brought a Captain and crew to navigate her home. Our honourable Court adjudged the pilots, who went off to her, fifty guineas, which the Frenchmen paid cheerfully, and put to sea. An express boat is just arrived, with advice to the collector of the customs, that three thousand six hundred pounds of pepper saved, part of the cargo of a Dutch East Indiaman, wrecked here some time since, is to be sold, to pay salvage, &c. on which account we expect many strangers amongst us.”

[20/3/1787] – Saunders’s News-Letter, Saturday, 31/3/1787: “Yesterday afternoon arrived the Phoenix revenue cutter from a cruise, and has brought in with her the hull of a large American bark, with 120 hogsheads of tobacco on board, but very leaky. The Phoenix fell in with the said bark about two leagues to the Westward of this place, when she had not one person on board; so that it is imagined the crew had taken to their boats for safety.”

[10/1787] - Bury and Norwich Post, Wednesday, 31/10/1787: “St. Mary’s, Scilly: A French frigate was towed in there by the boats belonging to that port, having been driven upon the rocks, and received so much damage that they found it very difficult to keep her above water till they got her into harbour, where she soon after sunk.”

[11/1787] - Times: 24/11/1787: “A few days since a young man, who owed a considerable sum of money to a merchant of Guernsey sailed from the Land’s End towards the Scilly Islands to escape a Bailiff who was in pursuit of him. The Merchant and the bailiff got another boat, and chased the fugitive with such a press of sail, that, just as they came up with him, they ran their boat underwater; and as the debtor showed no great disposition to save the bailiff, he and the two boatmen drowned, but the merchant saved his life by swimming to a nearby island.”

[12/1787] – Salisbury and Winchester Journal, Monday 3/12/1787: “There is reason to fear that a transport with about 300 troops on board, of the 34th regiment, from Quebec to England, lately went down off Scilly, in a hard gale of wind, as she was seen in great distress, and no assistance could be afforded her.”

[1/1788] - Cumberland Pacquet, and Ware’s Whitehaven Advertiser, Wednesday, 16/1/1788:

“Capt. Hosking, from London to Plymouth, and four other vessels in company, were all wrecked on the 24th ult. on the rocks of Scilly. Capt. Hoskins vessel was loaded with upwards of 20,000l of goods consigned to the inhabitants of Plymouth, which were uninsured; and what is still more lamentable, every soul belonging to the five vessels perished.”

[6/3/1789] - Saunders’s News-Letter, Friday, 20/3/1789: “Scilly, March 6. – Yesterday morning a Portuguese vessel laden with fruit and wine was stranded off this place, and four of the crew perished.”

[1/1791] - Times: Monday, 3/1/1791, Issue 1880: “Letters from Scilly mentions that on the 23rd of December, a large Dutch ship was driven on shore at that place, and totally lost; two only of the crew were lost.”

Also; Times & Bury and Norwich Post, 5/1/1791.

[11/1793] - Times: Thursday, 14/11/1793, Issue 2832: “Tuesday advice was received from Scilly with an account of the Frederick, letter of marque, belonging to Liverpool, having put into that place, with the loss of all her masts, rudder, and rigging, in great distress, after being chased by a French frigate; the frigate in chasing her drove on shore, within one league of Scilly, and is supposed will be lost.”

[c.11/1793] - Saunders’s News-Letter, Saturday, 30/11/1793, page 2: Mentions that a Spanish vessel foundered off Scilly sometime before the date of this report.

[2/1795] - Lloyd’s List: Fri. 6/2/1795, No. 2688: “The Enterprise, of Shields, Watt, arrived at Scilly from Cadiz, reports that they saw two vessels loaded with Salt, supposed to be of their Fleet, on Fire, and to be done by the enemy.”
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810: "This note appears

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[52x117]been picked up near Scilly, from the wreck

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[52x164]valuab

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Also;

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have been picked up within these few days; also a mast and rigging, fou

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[52x505]–

[52x517]ult. discovered the masts of a ship, which it is supposed had struck on the preceding
day and foundered. She is believed to be a foreign vessel

Check Sherborne Mercury this date. IOMS has it as the loss of a Transport vessel, only 4 or 5 men
saved. See loss of the Northumberland Transport, Caledonian Mercury Monday, 20/7/1807: The transport
Northumberland (marked letter Y.) was lost on the Rundle Stone, off Scilly, on Saturday,
30th May, 1807, coming from Cork, with Colonel Halkett and Staff, and 270 men of the second light
infantry battalion of the King's German Legion.

[19/12/1808] – Morning Chronicle, Thursday, 29/12/1808: “A brig in ballast, from Southampton to
Youghall, parted from her moorings the 19th inst. And drifted on the rocks near the Isle of Tresco (Scilly),
crew saved.”

[25/1/1809] – See MARGARET – Caledonian Mercury, Saturday, 4/2/1809:

Plymouth on Saturday evening, on her passage up the Channel, at twelve o’clock on Friday, off Scilly
fell in with a large ship on fire, burnt nearly to the water’s edge. The Shannon, manned a boat, which
rowed round her twice, but could not make out her name, nor gather any particulars” Probably taken
by the enemy, plundered and set on fire.

was lost at Sily, and it is supposed a foreigner as the sails, which were fast to part of the yards that
have floated on shore, are cotton. Some grains of coffee were found on the timber, and also a piece of
log wood.”

has lately been lost about the Islands, as Tallow in Casks, some in square pieces, and a bale of cotton,
have been picked up within these few days; also a mast and rigging, found floating off St. Martin’s.”

[21/2/1812] – Cumberland Packet, and Ware's Whitehaven Advertiser: “A vessel laden with
oranges, supposed to be Spanish, and of about 60 or 70 tons' burthen, was lost on the 21st ult. at Scilly.”
Also; Lloyd's List: Tues. 3/3/1812, No. 4644. & Royal Cornwall Gazette, 29/2/1812.

[13/1/1814] – Morning Chronicle, Wednesday, 26/1/1814: “A brig, from Oporto, and a collier were
lost at Scilly on the 13th inst.”

[2/1814] – Royal Cornwall Gazette, Saturday, 19/2/1814: “A Transport bound from Passages to
Dublin was boarded by a French brig privateer on Sunday last off Scilly, and plundered of every thing
valuable; and on Monday night a vessel was observed to be on fire about 4 leagues to the S. E. of Scilly,
which after burning a considerable time apparently sunk. It is probable that this vessel had been
boarded and set fire by the same privateer.”

have been picked up near Scilly, from the wreck of a ship which was on fire 14th ult.”

[26/9/1814] – Caledonian Mercury, Saturday, 8/10/1814: “A brig, of about 50 tons, laden with
potatoes, from Jersey to Newfoundland, was towed into Scilly 26th ult. by some pilot boats, having been
found at sea without any person on board; supposed to have been plundered by an American privateer.”

202
Morning Post, 3/10/1814, reported it at 80 tons with all the rigging cut away and hatches open. It had two white streaks and the bulwarks very sharp. No papers except a letter dated 20th, addressed to a sailor at Newfoundland which led them to think she was from Jersey.


[3/2/1815] – Caledonian Mercury, Monday, 6/2/1815: “A vessel, supposed to be an outward bound West Indiaman, was totally lost at Scilly on Friday night; 13 or 14 men were seen on a rock, and it is supposed were saved. Several casks of porter, and some porter barrels, had been taken up.”

[1/1816] – Royal Cornwall Gazette, Saturday, 13/1/1816: “It is feared that a vessel has been lost during the last week on the Scilly Islands, as several deals and spars, with a hen-coop, and some fowls, were picked up there on Tuesday last.”

[10/1817] – Caledonian Mercury, Saturday, 25/10/1817: “Deal, 17th Oct. – It is reported that a vessel laden with wine and cork has been lost near Scilly during the late gales.”

[c.5/4/1819] – Caledonian Mercury, Saturday, 8/5/1819: “Penzance, 30th April: A great quantity of wreck, apparently of a large ship, has been seen within the last few days near the Woolf, from which it is much feared that some vessel has lately been on that rock. Nothing has yet been found by which her name can be ascertained. Captain Tregarthen, of the Lord Wellington, in his passage from Scilly to this port, on Wednesday last, fell in with a large capstan, some deck and cabin planks, boats oars, painted green, and several other articles, but it blew so hard he could not take any up. A large ship, said to be an East Indiaman, was seen on Tuesday beating up.”

[10/1820] – Times: Tuesday, 29/10/1822, Issue 11702: “Scilly Oct. 25 – On the 23rd ult. it blew a tremendous gale from the S. S. W. Some staves have been picked up round the shores lately, and part of the bulwarks of a vessel of about 100 tons’ burden.”

[1/1821] – Morning Post, Friday, 26/1/1821: “Penzance, Jan. 22. – Several casks of French brandy and wine have been picked up between this and Scilly, supposed to belong to a French chasse marrée that was blown off the coast and foundered.”

[2/1821] – Public Ledger and Daily Advertiser, Saturday, 10/2/1821: “Several casks of butter and some filberts (hazelnut) have been picked up on the shore of several of the adjacent islands.”

[10/1821] – Lloyd’s List: Tues. 9/10/1821, No. 5634: “A Spanish Brig of about 200 tons, bound to Bristol, laden with Wool, was driven on shore on the western side of Agnes Island Scilly, 2d ult. and was feared would go to pieces. Crew saved. Cargo expected to be saved.”

[3/1822] – Lloyd’s List: Tues. 12/3/1822, No. 5680: “Scilly, 5th March. A Galliot, which passed the Islands yesterday, informed the Pilots that on Saturday she saw a Brig with only one shroud standing, her hatches open, with a figure head & yellow sides; and on the day preceding, saw a Vessel bottom upwards.”

[21/4/1822] – Public Ledger and Daily Advertiser, Saturday, 27/4/1822: “The Ceres, Rubie, arrived at Falmouth, from St. Michael’s, saw a schooner on the 21st inst. about 100 leagues West of Scilly, with loss of mainmast, boats, bulwarks, and companion, ensigns flying on the fore-rigging, and Union down; three men were perceived on deck, but could render them no assistance. She was about 80 tons, yellow streaks, brimstone-coloured bottom, and her head, when last seen, was about East.”

[10/1822] – Morning Chronicle, Wednesday, 30/10/1822: “Scilly, Oct. 25. – Some staves have been picked up round the shores lately, and part of the bulwarks of a vessel of about 100 tons’ burthen.”

[3/1823] – Morning Post, Friday, 21/3/1823: “Plymouth, March 18: Arrived the Cognac, Barton, five weeks from Charente, with brandy; passed a vessel, bottom up, on Sunday night near Scilly, supposed a brig or schooner, apparently of about 60 or 70 feet keel, but could not ascertain what she was.”

[4/1823] – Caledonian Mercury, Monday, 7/4/1823: “A large Indiaman, dismasted, leaky, and having lost her rudder, was brought into the roads, by the boats of Bryher and Tresco, a short time since, and has there rode out some heavy gales. As there is no dock at Scilly, it is probably that she will be compelled to get out her cargo previous to her being taken to another port.”

[11/1824] – Morning Post, Tuesday, 23/11/1824: “From the Agent to Lloyd’s at Scilly, dated Nov. 18: Yesterday an alarm was made of a wreck on the Western Rocks, all the boats of the different islands were manned and went to the Rocks, where they found floating in different directions a mast of large dimensions, about 22 inches in diameter, sails, and rigging, supposed to belong to a ship of about 500 tons, and by all appearance Dutch, from the East or West Indies, as some coffee and cotton were seen in parts of the wreck; on one of the sails is marked M.T., and on part of the stern of the wreck is ‘Amsterdam’ but none of the cargo is yet discovered; it is supposed she struck the Gilstone Rock.”

[1/1826] – Lloyd’s List: Tues. 24/1/1826, No. 6084: “Scilly, Jan. 18th. – On Monday last a Schooner name unknown, was seen by two pilot boats to strike on the Seven Stones, and immediately went down. Crew drowned.”

Also Hampshire Chronicle, Monday, 30/1/1826: “where it is conjectured that the vessel was laden with iron or coal, but no fragments have been found to lead to any particulars respecting her.”

Also; - Times: Tuesday, 24/1/24, 1826, Issue 12872: “On Monday, a schooner in distress was seen bearing towards Scilly from Lands-End; and two pilot boats were on the point of proceeding to Tresco Island to her assistance, when she struck violently on the Seven Stones, rocks and disappeared.
Of course the crew were drowned; the distance of those fatal rocks being so great from Scilly, and both wind and sea being excessively stormy at the time of the melancholy catastrophe. It is conjectured that the vessel was laden with iron or coal, but no fragments have been found to lead to any particulars respecting her — West Briton.

[2/1826]— Royal Cornwall Gazette, Saturday, 18/2/1826: “A cask of wine has been cast ashore near Porthleven; which is supposed to be part of the cargo of the vessel lately wrecked at Scilly.”

[5/1826]— Lloyd’s List: Friday, 5/5/1826, No. 6113: “Scilly, 2d May. - Several pieces of bales of Cotton, have been picked up by our Boats within these few days. Part of the ends appear burnt.”

[1/1827]— Times: Saturday, 17/11/1827, Issue 13439: “Scilly, Nov. 13 — Within the last week numbers of pieces of timber have been picked up round the islands, part of the hatch, bulwarks, top-gallant yard, and sails which appear to be part of a foreign vessel recently lost; to the joining of the wood are grains of wheat. A small boat about 15 feet long is picked up apparently foreign.”

[1/1827]— Tipperary Free Press, Wednesday, 17/1/1827: “A vessel from Dublin to Trinidad, is reported, has been lost off the Scilly Islands.”

[1/1829]— Hull Advertiser, Friday, 30/1/1829: “Portsmouth, Jan. 25: The Harriet, Delanne, from Baltimore, arrived at Cowes, saw on the 13th inst. off Scilly, part of the bulwarks of a vessel painted green, apparently a brig, and a bale of cotton.”

[11/1829]— Times: Saturday, 14/11/1829, Issue 14071: “Scilly, Nov. 10. – A few days ago the bodies of three men were picked up floating near the islands; one of them had a knife in his pocket, marked on the handle “R. Porter”, they had boots and appeared as if from Newfoundland. It is supposed some vessel was wrecked here about three weeks ago.”

[12/1829]— Western Times, Saturday, 19/12/1829: “It has been pretty correctly ascertained, that the bodies lately picked up while floating near the rock of Scilly, were part of the crew of a Prussian vessel bound from Liverpool to Dautzic (sic), with salt.

There is no fee nor charge demandable at Scilly for taking up and interring the bodies of persons found drowned, and those who engage in such unpleasant duties have only ‘their labour for their pains’.”

Note: From the London Evening Standard, 15/10/1829: “The Helwellyn, on the 10th inst., off Scilly, fell in, with a foreign brig, of about 200 tons with a man’s bust head, and a Prussia painted on the stern, black inside and out, was picked up yesterday near the islands; they had not long been in the water; marks not known at present.”

[3/1832]— Times: Saturday, 31/3/1832, Issue 14831: “On the 28th ult. Several boxes of oranges were picked up near the islands; they had not long been in the water; marks not known at present.”

Note Issue 14833, fruit still being picked up, “apparently St. Michael’s. Some marked ‘C and fruit packed in paper.’

[12/1832]— Bell’s Life in London and Sporting Chronicle, Sunday, 30/12/1832: “During one of the dark and stormy nights of last week a foreign small vessel, and supposed to be Swedish, from Malaga for Gottenburg, struck on a rock about two miles N.W. of St. Agnes, Scilly, and went down: there is every reason to fear that all her crew perished! The circumstance was not known till Sunday last, when the appearance of some boxes of fruit (chiefly raisins and oranges) led to an investigation, and the vessel was found, with her masts still standing, in about four fathoms of water.”

[1/1833]— Caledonian Mercury, Saturday, 12/1/1833: “Plymouth, Jan 5: A brig about 250 tons, man figurehead, steered with a wheel, distempered, water-logged and abandoned, was passed 31st ult. 70 miles N.E. of Scilly, by the Hero, Heard, from Limerick to London.”

[2/1833]— Caledonian Mercury, Monday, 4/3/1833: “The Piet Hein, Turnbull, from Rotterdam to Surinam passed the hull of a brig, on the 25th inst., twenty leagues to the S.W. of Scilly, water-logged and abandoned, foremost gone, yellow sides with ports, billet head painted white, and almost 200 tons.”

[3/1833]—[RNR]— Times: Saturday, 13/4/1833, Issue 15138: “Scilly, April 9. – A small boat with Favourite on the stern, black inside and out, was picked up yesterday near these islands.”

[7/1833]— Morning Post, Monday, 22/7/1833: “Scilly, July 16: A large quantity of iron has been discovered lying near Jackey’s Rock, of the western most rocks, supposed from a vessel wrecked during the heavy gales in February, and much about 15 tons of bar iron and two chain cables, suitable for a vessel of about 250 to 300 tons have been brought into St. Mary’s.”

[11/1834]— Bell’s New Weekly Messenger, Sunday, 30/11/1834: “Falmouth, 22d Nov: The Olive Branch, arrived here from Cape of Good Hope, passed on the 19th inst. 32 miles S.E. of Scilly, a wreck dismasted, water-logged and abandoned – painted with a white streak and ports, with gallows before the windlass.”
[12/1834] – Public Ledger and Daily Advertiser, Tuesday, 16/12/1834: “Scilly, Dec. 11: Several pieces of deck planks, beams, &c. have been picked up between the 4th and 6th inst., supposed from some vessels lost on the western rocks of these islands.”

[3/1835] – Royal Cornwall Gazette, Saturday, 21/3/1835: “On Monday a piece of head-board of a vessel painted black, with the word ‘Harmony’ on it in yellow letters, was picked up between the Seven Stones and Scilly; and on Wednesday a large piece of Memel timber off St. Ives. Several other pieces of wreck have been washed ashore at various places on the coast, doubtless remains of some vessel lost during the late tremendous gales.”

[10/1836] (RNR) - Times: Monday, 24/10/1836, Issue 16242: “Scilly, Oct. 18. – The head or stern board of a vessel, about 12 feet long, marked ‘John Dunlop’ in large white letters, was picked up on the shore of the island a few times since, quite fresh broken off.”

[10/1836] (RNR) - Times: Saturday, 29/10/1836, Issue 16247: “Scilly, Oct. 20. – Picked up off this port, a foreign boat, about 14 feet long, without any name. Also landed here, picked up by the Betsy of Penzance, off the Flat Holms, part of a boat, about 14 feet long, name Mary Ann, James Walters, Plymouth on the stern.”

[9/1837] – Liverpool Mercury, Friday, 1/9/1837: “The starboard fore-body and stern of a vessel, with bright sides, and part of a head (supposed to be a foreigner) was passed between Scilly and the Land’s End, by the Ramona arrived Falmouth.”

[2/1838] – Major Gale: Caledonian Mercury, Monday, 19/2/1838: “Dartmouth, February 13: A quantity of wreck, including a seaman’s chest painted green, was passed yesterday about 70 miles N.N.W. of Scilly by the Victoria arrived here.”

[6/1838] – Hampshire Telegraph, Monday, 18/6/1838: “On Wednesday last, a pilot boat arrived here, bringing in twelve persons, part of the crew and passengers of a French ship bound from Guadaloupe to Havre, and which was stranded off Scilly. After remaining here a day or two under the protection of the French Consul, they are to be forwarded to Havre.”

[20/1/1839] – Morning Post, Saturday, 26/1/1839: “A quantity of wreck of a vessel, and a number of deals, were passed on the 20th inst. N.W. of Scilly, the latter apparently not long in the water, by the Albion.”

[2/1841] – Caledonian Mercury, Monday, 8/2/1841: “Plymouth, February 1: A number of iron-bound cases, marked S, in a square, with red heads (beads), was passed off Scilly, by the Tanjore, arrived at this port.”

[3/1842] – Northern Whig, Tuesday, 15/3/1842: “A brig, abandoned, supposed to be laden with tallow, was seen, about 50 miles from Scilly.”

[6/1841] – Limerick Reporter, Tuesday, 15/6/1841: Captain Burgess, of the Osprey Steamer describes what he refers to as a tremendous large dismasted steamer off Scilly at two p.m. on Tuesday, 8th of June. He gives a lot of details. Initial impressions were that it was the Britannia, but she arrived safely in Liverpool. The report concludes “may probably be the long expected President” Not the case either.

[18/11/1842] – Vindicator, Saturday, 17/12/1842: “The James Wearne, which arrived off Lisbon, on Saturday, 26th of last month reports having seen a vessel (brig) in flames on the 18th, twenty-six leagues S.W. off Scilly. No tidings yet received.”

Royal Cornwall Gazette, 16/12/1842: “A spar, 25 to 30 feet long, and partially burnt, was washed ashore at Newlyn last week, supposed to belong to a vessel which was seen on fire to the S.W. of Scilly on the 18th ult.”

[2/1843] – London Evening Standard, Friday, 3/2/1843: “Penzance. Feb. 1: The south-west rocks at Scilly are covered with wreck, among which are four figure heads, bale goods (cloth, velvets, cottons, threads, &c), a quantity of planks, stanchions, and a mahogany sofa &c. were also passed, by a boat, arrived at Scilly.”

[12/1845] – Lloyd’s Weekly Newspaper, Sunday, 7/12/1845: “A brig (supposed to be North American), water-logged and abandoned, with a white streak painted round her, was passed by the Lord Stanley, Spence, at Falmouth.”

[1/1849] – Royal Cornwall Gazette, Friday, 19/11/1849: “Fears are entertained that a vessel was lost on the Western Rocks, on the night of the 18th inst., and that all hands have perished; a few lemons and oranges having been picked up, and also a beam and a cabin ladder. Two pilot boats went out yesterday, but could not discover any of the wreck, which is supposed to have drifted to the northward.”

[29/7/1849] – Evening Mail, Friday, 10/8/1849: “Scilly, August 6: Part of a box marked ‘L. P. Co.,’ the heads of two small keys marked ‘S. Hall and Son.’ And the head of another marked ‘25lb. F.F.-E.-C.-D, P. and W. London-H. F. 5¾.’ Two dead horses, and a piece of paper marked ‘Patent Belmont Sperm-Price’s Patent Candle Comp., manufactured expressly for tropical climates, shipped by Richardson and Roebeck, Purveyors to Her Britannic Majesty, Manchester. Supposed to have come from the vessel lost near this port in the night of the 29th ult., have been picked up here.”


205
[2/1850] - Morning Chronicle, Thursday, 28/2/1850: “Liverpool, Feb. 27: Several casks, apparently containing palm oil, were passed on the 20th Feb. about 12 miles N.W. of Scilly, but not picked up, by the *Martha*, arrived here from Villa Nova.”


[6/1/1851] – Edinburgh Evening Courant, Monday, 13/1/1851: “Deal: Two vessels of about 30 to 40 tons’ burthen, apparently abandoned, and the sea washing over them, were passed on the 6th inst., off the Seven Stones, also a raft, but no one on it.”

[10/1851] – Leeds Mercury, Saturday, 4/10/1851, page 6: “Gales: At Scilly a Neapolitan brig was wrecked.”

See Royal Cornwall Gazette, 26/9/1851 the *San Georgio*.

c.19/12/1855 – Royal Cornwall Gazette, Friday, 28/12/1855: “Scilly: Captain Gandersen, of the *Leda* of Norway arrived the 30th December, reports that on the 19th, he saw, about 30 miles W. of Scilly, a barque, with loss of mizzen mast, main topsail yard, long boat, larboard bulwarks, and other considerable damage, apparently in a sinking state; and as no person could be seen on board, he concludes she was abandoned, and the crew taken on board an English ship, which was lying to, a short distance from the barque.”

[12/1856] – Carlisle Journal, Friday, 19/12/1856: “Another fatal loss is supposed to have happened on the rocks of Scilly. A washstand, painted white, with several pieces of wood, cabin wood, apparently all new, was washed ashore, and some casks of palm oil have been picked up in the neighbourhood.”


[2/1862] – Royal Cornwall Gazette, Friday, 7/2/1862: “On the Western Rocks of Scilly. Several pieces of wreck had come ashore and some papers, giving the name of a steamer which had left Liverpool some days ago for the Mediterranean. The name was not written down and had been forgotten. It is said that the steamer’s lights had been seen, and that she struck the Crim rocks of Scilly.”

[5/1862] – Northampton Mercury, Saturday, 24/5/1862: “Scilly Islands: Another wreck has taken place amongst the dangerous rocks of Scilly. A vessel laden with barley struck the Samson rock, and became a complete wreck. No lives were lost.”

[12/1863] – The beginning of December 1863 saw a period of violent storms. Many vessels were wrecked or badly damaged. Those named are reported in the main directory. An unnamed French schooner grounded on St. Martin’s flats and later sank at anchor. Crew saved.

[3/1867] - Cumberland Pacquet, and Ware’s Whitehaven Advertiser, Tuesday, 26/3/1867: “The *SS Osiris*, from Alexandria, passed on the 16th ult., about 50 miles S.W. of Scilly, a derelict barque. This vessel is supposed to be the same colonial built barque spoken to some time ago, with a cargo of cotton seed.”

[23/1/1868] – Gore’s Liverpool General Advertiser, Thursday, 30/1/1868: “A brig rigged steamer, lying in the trough of the sea, in great distress, with a boat painted yellow, washed overboard to windward, was passed 23rd Jan. between Ushant and Scilly, by the *Wellington*, from Seville to Dartmouth, with damage.”

[3/1869] - Times: Wednesday, 31/3/1869, Issue 26399: ”On Good Friday a French vessel was observed, about seven miles from Scilly, a newly coppered vessel, bottom up and about 120ft. long. Nothing has been heard of the crew.”

[4/1869] – Wellington Journal, Saturday, 10/4/1869, page 7: “A brig about 230 tons, painted black, large square stern, and small figurehead (if any), was seen to founder on the 26th of March, off Scilly, by the *Ehen*, Captain Wise, from London for Liverpool, which bore down to pick up any one from her, but with out success.”

[11/1869] – Newcastle Journal, Wednesday, 17/11/1869: “Captain Osborne, of the screw steamer *Christina*, reports having, on the night of the 11th inst., when 70 miles southwest of the Scilly Isles, fallen in with a large ship, apparently iron, on fire from stern to stern. He steamed round the burning vessel for three hours, showing rockets and other signals, but could discern nothing of her crew. Ultimately Captain Osborne left, being positive that the seamen must have left the vessel before night set in, when most likely they had been picked up by some vessel passing before he did. The wind at the time was moderate from the S.E.”

[12/1870] - Times: Friday, 2/12/1870, Issue 26923: “The *Earl of Arran*, steamer, on her passenger from Scilly to Penzance, yesterday, passed a quantity of wreckage between Wolf Rock Lighthouse and Scilly. A gale was blowing from S.S.E. and the sea was very heavy off Land’s End.”

[1/1873] – Bradford Observer, Friday, 31/1/1873: “A telegram from the Scilly Islands states that a large ship was seen on fire there. The vessel that reports this hove to, and saw the ship burnt to the water’s edge, but nothing was seen of the crew, and next morning only a smoking mass of timber remained. Nothing indicating the ship’s name or nationality was discovered. The weather at the time was dead calm, and the crew might therefore escape in their boats if they had them.”
[3/2/1873] - Brigantine from Llanelly struck the Seven Stones - IOSM p95. Research may find the name of this vessel. The French schooner *Aimable Jeanne*, from Barrow to Swansea which arrived at Scilly reported that she was large and black with double topsail, new sails, probably outward bound. Crew drowned. Lloyd’s List: 4/2/1873, No. 18,344.

[3/1874] - West Briton and Cornwall Advertiser, Thursday, 12/3/1874: “The derelict towed into Scilly by the Queen of the Bay is laden with mahogany. She is not yet got quite clear, but it is believed there will be no great difficulty in securing her.”

[28/1/1879] - The Star, Tuesday, 4/2/1879: “The schooner Mabel of Jersey, which arrived on Thursday from Moricq with potatoes, reports having been run into, off Scilly Island, by a Swedish brigantine. The Mabel lost cutwater, jibboom, and bowsprit. She also reports that when off Scilly on the 28th ult., she saw a dismantled vessel sink.”

[1/1882] - Cornishman, Thursday, 5/1/1882: “Washed ashore at Annet, the most westerly of the larger islands of Scilly, two parts of the broadside of a small vessel, about 50 feet long and 6 feet broad, supposed to be English. A few small pieces of wreck have been picked up on the shores of St. Mary’s. It is feared that a small vessel has met with an untimely end.”

[2/1884] - Manchester Times, Saturday, 23/2/1884, page 3: “The captain of the Dutch schooner *Wynbandel II*, which arrived here last night from Port Allegro, reports that at four p.m. on the 14th ult. when five miles N.N.W. of Scilly, he saw a schooner-rigged steamer which was steering W.S.W. suddenly founder. He sailed immediately to the spot hoping to save life, but no boats or wreckage were to be seen.”

[9/1884] - Dundee Courier, Monday, 15/9/1884: “A Lloyd’s telegram from Scilly states that at 11 a.m. on Saturday there was a large barque off the Seven Stones, E.S.E. All at once she disappeared. There was one gun fired from the lightship. No doubt she was a barque from Queenstown. It is presumed she sank after striking the Stones. Wind, E.N.E.; hazy.”

[11/1888] - Belfast News-Letter, Monday, 12/11/1888: “The captain of the barque *Dunnerdale*, which arrived in Queenstown yesterday, reported that he had seen a burning ship about forty miles from Scilly. He hailed the vessel, but got no answer. He believes her to be a large British barque.”

[3/1891] - London Evening Standard, Wednesday, 18/3/1891: “*Meltai* (Dutch Barque), from Lisbon, has arrived at Scilly with loss of bulwarks, mainrail, and other damage; she reports having passed, thirty miles S.W. of Scilly, a ship, bottom up, about 120 feet long.”

[12/1891] - Aberdeen Journal, Wednesday, 9/12/1891: “A dandy-rigged vessel, name unknown, is reported as having foundered off Scilly yesterday. All hands drowned.”

[2/1892] - Wells Journal, Thursday, 11/2/1892: “It transpires that four men of the Greek steamer, which foundered off Scilly Saturday, were rescued by the steamer *Rutland*, and taken to Havre.”

[10/1894] - Gloucester Citizen, Thursday, 25/10/1894: “The American liner *Paris* early on Wednesday morning ran into a barque or full-rigged ship 80 miles from the Scilly Islands. The *Paris* stood by until daylight, but no trace of the barque could be found, and it is supposed that it was cut completely in half and sank with all hands on board.”


[2/1898] - Hartlepool Mail, Monday, 7/2/1898: “A derelict with deck submerged, and the stump of a mast about 15 feet above water, has been passed south-westward of Scilly Islands.”

[4/1899] - Dundee Courier, Saturday, 8/4/1899: “A large French steamer foundered north of the Scilly Isles, by which it is feared all hands on board perished.”

[2/1902] - Times: Monday, 3/2/1902, Issue 3668: “A barque, name unknown but supposed to be German, has struck the Lewis Rocks off Scilly and has gone down in deep water with all hands. The lifeboat went to the scene of the wreck, but with no avail.”

[2/1917] - Cornishman, Thursday, 8/2/1917: “About 8 p.m. on Sunday, during the height of the gale, signals of distress were seen off the eastern islands of the Isles of Scilly, and St. Mary’s lifeboat was called out. Although taken in tow by a steam drifter, it was found impossible in the teeth of the gale to cross the Crow bar, and she had to return. It is feared that a small schooner or some such craft has been lost with all hands, as portions of a vessel have been picked up on St. Mary’s.”

[11/1927] - Cornishman, Wednesday, 9/11/1927: “A message from Scilly states: This afternoon about three o’clock, a schooner was seen flying signals of distress about three miles south-east of Menawethan, Scilly. St. Mary’s lifeboat went out, and the schooner was later assisted to St. Mary’s.”

[11/1930] - Cornishman, Thursday, 6/11/1930: “A wireless message was received here last night, stating that a small vessel was in distress 10 miles north of Round Island, and a small steamer was standing by. A terrific sea was running when the lifeboat put out at 12.30. She reached a point 13 miles off St. Martin’s, past the Sevenstones lightship, but could find no trace of any vessel, so she returned at 6 o’clock.”

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207
2.3 – Wreck sites, Unidentified & Undateable

**BONES** or **ROBERT’S** Wreck.
Location: N49-56-228; W006-16-994. Buried under the sand.

**LIZZY** [16th century?] – A mystery Shipwreck has been found by the Islands Maritime Archaeological Group (IMAG) Team members within the anchorage of St. Mary’s Roads. This is one of several new wreck sites to be found close in and around St. Mary’s Island by the team in recent years. This one lays roughly half way between St. Mary’s Quay and Nut Rock. Local inter island tripper boats pass over it daily. See *Flying Joan*.

**PENDRETHEN SITE** [May be 17th Century] – Seven guns of the English Civil War period and an anchor lay in 8 metres of water where the silt meets rock close to Innisidgen of St. Mary’s Island. IMAG site position N49-56-248; W006-17-583.

**BAR POINT SITE** [May be 17th Century] – The wooden remains of a large ship found in very shallow water not far from the Pendrethen Site but nearer to Bar Point. These remains, including a remarkably intact forefoot buried in sand, include numerous 18lb iron shot. Also found by IMAG at N49-56-286: W006-18-224. For possible site explanation read ‘The Pirate John Mucknell’ by T. Stevens.

**CRIM CANNON SITE** [May be 17th Century] – A cannon site consisting of 24 guns and 3 anchors lays in 35 to 43 metres of water just west of Zantmans Rock on the Crim Reef. It was found by crawfish divers, Peter Grosch in the early 1970’s. A site plan of this wreck was produced by the authors and given to the National Monuments Record Office. A certificate of merit, awarded by the Nautical Archaeological Society (NAS) was also given for this work. Artifacts from the site, dated by experts to the mid to late 17th century, consisted of numerous fragments of Spanish pottery, a pewter spoon and clay pipes originating from the Ottoman Empire.

The position of this site is N49-53-997: W006-27-254.

**LIME WRECK** [Thought to be c.1750] - A cargo mound of lime/limestone was found in St. Mary’s Roads by the authors in 2014. Surrounding this were found numerous mallet shaped wine bottles, some still intact but most were broken. Also found were numerous large pieces of Redware pottery. All these items date from circa 1750 but it was not ascertained whether the artifacts actually related to the limestone mound which is in position N49-55-571. W006-19-895.

**MENAWETHAN GUN SITE** [No date] – A few guns have been found by divers in the shallows on the south side of Menawethan.

**WHEELS WRECK** [Estimated date, 1830 to 1870] (TL) - Off Little Ganninick.
Previously Unknown Wreck found by IMAG members in 2004. Now a protected site.

Taken from the Trevithick Society Final Report 21/10/2010.

Report on photographs and drawings offered by Mr. T. Stevens of the ‘Wheels Wreck’ to the Trevithick Society, October 2010.

*There appear to be some significant boiler fire tubes in the cargo. These are the types of tubes we would recognise today as boiler fire tubes. History books refer to multiple fire tubes from about 1810 but these were very experimental, usually failures and unrecognisable compared to those on the wreck. These earlier tubes were made in a variety of shapes from wrought and cast iron, sometimes copper. The simple, single fire tube as found in the ubiquitous ‘Cornish’ boiler (except, of course, the double ‘Cornish’ boiler) held sway for many years. Brunel specified ‘Cornish’ boilers for the original engines of SS Great Britain that was launched in 1843.*

*It was not until the early 1830s that we see any signs of successful manufacture of multi-tubed boilers. Stephenson’s Rocket locomotive used such tubes at the Rain Hill Trials in 1829. It would be a few years later before we see a recognisable fire tube in series production. If these tubes are, as they appear, to be replacements we have to consider that the boiler for which they are required has been in use for sometime in order to require replacement tubes; this suggestion adds a few years.*

Note: Further down the page: - “In his report of 6/12/2009, Mr. Stevens suggests a possible date of the disaster in the region of 1850. From the evidence we have seen, we would not strongly disagree with this and may even add a few years.”

3 – Signs of Wreck
In and around the Islands

(See also Section 2)

[12/5/1764] - The Ipswich Journal, Saturday, 19/5/1764: “It is conjectured that some vessels from Virginia, have been lost in the late blowing weather, several tobacco hogsheads, staves, &c. having been seen floating off Scilly, by a ship which passed by those islands the 12th inst., and is since put into Portsmouth.” (Ref. London Evening Post.)

[12/1768] - Oxford Journal, Saturday, 3/12/1768: “We hear from St. Mary’s that divers pieces of broken shipping had been drove on shore among the islands; part of which appeared to have been a French homeward-bound ship from Newfoundland.”

[12/1769] - Oxford Journal, Saturday, 18/2/1769: “They write from Scilly that several bales of Irish wool have lately been drove on shore there, supposed to have been intended for exportation to some port in France.”

[6/1769] - Caledonian Mercury, Monday, 12/6/1769: “They write from Scilly that divers pieces of wreck have lately been cast on shore among the islands, some of which appear to have been from transports, laden with stores for breast and rochfort.”

[9/10/1795] - Lloyd’s List: Fri. 23/10/1795, No. 2762: - Times: Saturday, 24/10/1795, Issue 3421: “Several large casks of castile soap were driven ashore at St. Mary’s island, Scilly, about the 9th ult., by which it is feared some vessel from the Mediterranean has been lost near that place.”

[11/3/1805] - Royal Cornwall Gazette, Saturday, 16/3/1805: “Scilly, Mar. 11. – A great quantity of small Spanish nuts have been found floating along the shores of all the islands, and great quantities have been picked up by the inhabitants. We have reason to believe that some vessels have been recently lost about the islands, from Spain, by the quality of the nuts.”

[12/1813] - Royal Cornwall Gazette, Saturday, 11/12/1813: “Several casks of butter have lately been picked up near the Scilly islands, marked ‘A. F. S. Cork’ and others with various marks; from which it is but too probable that some vessel from Ireland, has lately foundered near that coast.”

[2/2/1816] - Lloyd’s List: Tues. 6/2/1816, No. 5046: “Scilly, 2d Feb. – Yesterday and to-day several cakes of bees wax, quite new, about 60 lb. in a cake, have been picked up. It is supposed that some vessel has been recently lost about the islands.”

[20/1/1818] - Public Ledger and Daily Advertiser, Monday, 26/1/1818: “Letter from Scilly of the 20th inst. says – For several days past a quantity of apples have been picked up floating about the shore; and by some small staves, which are oak, being found, it appears to us as if from America.”

[13/12/1820] - Lloyd’s List: Tues. 23/1/1821, No. 5562: “Scilly, 15th Janry. “On the 13th ult., a boat picked up a mast (about 50 feet long) of a small vessel, supposed a galliot or chasse marée, and which from its appearance, had not been many days in the water.”

[22/1/1821] - Lloyd’s List: Fri. 26/1/1821, No. 5563: “Penzance, 22d Janry. Several casks of white Brandy, and white and red French wine, have been picked up between this and Scilly; also a small yard, supposed to belong to a French chasse marée, blown off the coast and foundered during the late gales.”

Note also, same report: “Twenty hds of claret, some of them marked BL-LV-TB+V, AB-AB-AB and apparently not long in the water, have been picked up near the land’s end, and carried into St. Ives.”

[20/2/1821] - Lloyd’s List: Tues. 27/2/1821, No. 5572: “Scilly, 20th Febry. Barrels of butter continue to be picked up by boats floating round the islands; they appear to have been a long time in the water.”

[6/10/1821] - Lloyd’s List: Tues. 9/10/1821, No. 5634: “St. Ives, 6th Oct. – Yesterday was discovered part of a French chasse marée, driven on shore in a most tremendous gale the preceding night, and by some papers found she belonged to Nantes.”

[1/1/1822] - Lloyd’s List: Fri. 4/1/1822, No. 5661: “Scilly, Janry 1st. - We have experienced for the last fortnight, a continuation of the same dreadful gales and tremendous seas. Part of a writing desk, legs of a cabinet table, and several light articles have been washed on shore, those two or three days, but no marks to be found on them.”

[15/1/1822] - Lloyd’s List: Fri. 18/1/1822, No. 5665: “Scilly, 15th January. – Several empty orange boxes, marked SBC on one end, and WT on the other, have been picked up lately.”

[25/10/1822] - Lloyd’s List: Tues. 29/10/1822, No. 5746: “Scilly, 25th Oct. – Some staves have been picked up round the shores lately, and part of the bulwarks of a vessel of about 100 tons burthen.”

[18/3/1823] - Lloyd’s List: Fri. 21/3/1823, No. 5787: “Scilly, 18th March. – Six casks of palm oil, all marked W, and numbered 5, 23, 63, 97, 101, the other number defaced, have been within these few days picked up by some of our boats, about 7 or 8 leagues to the westward; & landed here. They are supposed to be part of the cargo of the windermere, from Africa to Liverpool, abandoned at sea in January.”
[16/6/1823] - Lloyd's List: Fri. 25/7/1823, No. 5823: "Scilly, 22d July. – On the 16th ult. a large cask of oil was brought on shore marked 'Larkins' on one end, '63' on the other."

[14/12/1823] - Lloyd's List: Tues. 23/12/1823, No. 5866: "Scilly, 16th Dec. On the 14th and 15th ult., three or four pieces of fir balk timber were found near the Islands, & brought on shore here; they do not appear to have been long in the water. – About a fortnight since a Boat of about 14 feet keel, copper-fastened, marked on the outside of the stern ‘Chieftain of London’, and on the inside 'Patterson, was brought in here by a Boat belonging to the Islands. – Some pieces of wreck, bulwarks, black outside and green in, some staucheons, and a piece of a boat, without any name on them, have also been picked up."

[12/1824] - Morning Post, Thursday, 2/12/1824: “Capt. Brown, of the Peter Proctor, reports having seen a considerable deal of wreck, and a great number of casks (supposed to be tallow), about 18 to 20 leagues to the southward of Scilly. Spring Flower?

[2/1826] - Morning Post, Monday, 6/2/1826: “Devonport. – Came in the Reynard, tender, with seven hogsheds and two pipes of Maderia wine marked 'Duff and Gordon' which she picked up off Scilly, supposed to be part of the cargo of a brig, wrecked on St. Helen's Island, Scilly. Note: Also found were boxes of oranges. From the directory: The John & Ann was wrecked on the 29/1/1826.

[22/3/1831] - Morning Post, Thursday, 31/3/1831: “Scilly, March 22: During the 14th, 15th, and 16th inst., some pieces of wreck, and a quantity of loose oranges, were picked up on several of the islands. An empty orange chest is marked B.B."

[23/3/1832] - Morning Post, Saturday, 31/3/1832: “On the 23d several boxes of oranges were picked up near the islands; they had not long been in the water.” Probably same incident; Public Ledger and Daily Advertiser, 23/4/1832: “The Cumberland, arrived off Torbay from Lisbon, passed off Scilly a number of boxes of fruit, apparently St. Michael’s. Some boxes of oranges picked up and carried to Scilly a month since were marked “C, and the fruit packed in paper.”

[19/12/1832] - Evening Mail, Monday, 24/12/1832: “Scilly, Dec. 19: Picked up here, three pipes of wine (red Malaga), marked ‘Pomps & Mirasson, No. 29’; also sundry sails, masts spars, and rigging, belonging to a vessel supposed to have been lost on the Western Rocks, off Scilly Islands.”

[7/1/1833] - May be relevant to Scilly. Public Ledger and Daily Advertiser, 9/1/1833: Yarmouth, Jan. 7. – A handspike branded ‘E. P. Scilly’ has been picked up with balks of fir timber floating off here.

[19/4/1836] - Public Ledger and Daily Advertiser, Saturday, 23/4/1836: “Scilly, April 19: Several fir balks continue to be brought in here, marked J. and V., S.A.D., and A.G.”

[22/2/1836] - Public Ledger and Daily Advertiser, Saturday, 27/2/1836: “Scilly, Feb. 22: Picked up by the schooner Hesperia, Hicks, master, 150 miles S.W. Scilly, and land here, one cask of palm oil marked IAR.”

[2/1836] - Morning Post, Friday, 2/2/1838: “The brig Ianthe, from Limerick, passed off Scilly several cases, and a quantity of loose tallow.”

[27/4/1839] - Caledonian Mercury, Thursday, 9/5/1839: “A piece of mahogany, apparently not long in the water, marked Y & V was picked up at sea 27th ult. Scilly bearing E. by S. 16 miles, by the Hebe, Partridge, arrived Liverpool.”

[5/3/1840] - Caledonian Mercury, Thursday, 5/3/1840: “A barrel of butter marked on the head 126, and branded ‘Le Norman Fils, Ensigny’ was picked up off this place to-day.”

[18/10/1842] - Bristol Mercury, Saturday, 22/10/1842: “Bridgewater, Oct. 18: A quantity of wreck, some fringe, a mahogany door, and some gilt mouldings, were passed on the 14th inst., 30 miles W.N.W. of Scilly, by the British Queen, arrived here.”


[29/5/1843] - Evening Mail, Friday, 2/6/1843: “Tresco, Scilly, May 29: A case was picked up on St. Agnes Island marked ‘25 D. S. 15’ containing young trees &c.”

[12/1852] - Morning Post, Wednesday, 29/12/1852: “A balk of mahogany, 9 feet by 1 foot, marked on the side MJP, in a square, and on the ends OM & Co., in a square, has been washed ashore on the Island of St. Agnes.” See also Abeona.

[6/1/1853] - Morning Post, Saturday, 15/1/1853: “Scilly, Jan: A piece of wood, three feet four long and six inches deep, with Tiberias cut in, and painted yellow, and which had apparently not been long in the water, was picked up, 6th Jan., on the Island of St. Agnes.”

[2/1853] - Ref. IOSM, page 75. (RNR) – “A head or stern board, with the name Montezuma carved on it and painted yellow, was washed ashore, together with the upper part of a schooner’s mainmast or barque’s mizzenmast. The wreckage did not appear to have been long in the water.”

No other references found.
[2/1854] – North Devon Journal, Thursday, 16/2/1854: “A cask was lodged at the Queen’s warehouse at Barnstable. The marks on the stave, above and below the bung hole are ‘No. 191’ on one side, and ‘H B’ on the other. It is supposed to have floated off from some vessel wrecked on the Scilly Islands.”

[29/5/1862] – Royal Cornwall Gazette, Friday, 13/6/1862: “Scilly, June 2: A large full-length female figure-head, about six feet high, painted white with blue facings, and a wreath of flowers around the head, was picked up May 29, about 45 miles S. W. from Scilly, by the pilot-cutter Presto of this port. The figure has been in the water some time, as there were some small barnacles grown on it.”

Note: Not found in the Valhalla Collection.

[26/6/1862] – Royal Cornwall Gazette, Friday, 27/6/1862: “Scilly, June 17. “A figure-head 5 feet 6 inches long, a large gilded eagle, with the American arms in a shield, in its talons, evidently a short time in the water, was picked up off Trevose head yesterday morning, by a pilot cutter, which soon afterwards passed through a large quantity of rigging, spars &c.”

[13/1/1870] – Shields Daily News, Thursday, 13/1/1870: “Considerable quantities of tallow in casks and loose are washing on shore near Appledore, supposed to be portions of a vessel’s cargo, reported lost about Land’s End and off the Scillies.”

[18/1/1870] (RNR) – Shields Daily Gazette, Tuesday, 25/1/1870: “There was picked up on the 18th inst., about six miles S.S.E. from Scilly, by the pilot boat Agnes, a ship’s boat, about 17 feet in length, painted black on top, with a red bottom outside, painted white above the rising, with lead colour on the bottom inside, copper fastened throughout, and appears in good condition, and has not been long in the water.”

[5/5/1870] – Shields Daily News, Thursday, 5/5/1870: “A cask of grease, marked ‘W’ which had been a long time in the water, was picked up about 60 miles west of Scilly, and has been landed at Dieppe.”

[26/4/1870] – London Evening Standard, Thursday, 12/5/1870: “Captain Fitt, of the steamer Marian, reports to have, on the 26th of April, when 30 miles or thereabouts N.W. of Scilly, passed about 40 bundles of floating cork.”

[6.12/1872] – Dundee Courier, Thursday, 26/12/1872: “During the last few days, large quantities of North American deals, apparently but a short time in the water, have been washed ashore in the neighbourhood of Scilly.”

[30/2/1880] – Cornishman, Thursday, 4/3/1880, page 5: “A piece of wreckage picked up at St. Martin’s, on Sunday, with the letters ‘F.E.L.’ on it.”

[4/1880] – Cornishman, Thursday, 1/4/1880, page 5: “Two casks of Cognac brandy were picked up last week — one at St. Martin’s and the other at Bar, Crow Sound.”

[8/1881] – Cornishman, Thursday, 4/8/1881: “Several balks of hard and soft wood have been picked up round the Islands of late.”

[2/9/1881] – Cornishman, Thursday, 8/9/1881: “A cask of rum was picked up in St. Mary’s Friday afternoon.”

[11/1891] – Cornishman, Thursday, 5/11/1891: “A Life-Buoy belonging to the barque Charlwood, which foundered at the Lizard, was picked up at St. Mary’s last week. Also a great quantity of driftwood.”

[12/1891] – Cornishman, Thursday, 3/12/1891: “Deal boards have been picked up in large quantities round the Islands of Scilly during the last few days. Also some empty barrels. The boards have not been long in the water.”

[12/2/1892] – Cornishman, Thursday, 25/2/1892: “Scilly, Picked Up: Sunday, the 12th, a few deal boards, pit props, a sailors bed, and several pieces of wreckage.”

[22/6/1905] – Manchester Courier and Lancashire General Advertiser, Thursday, 22/6/1905: “A bucket marked ‘Bay of Bengal’ has been picked up twenty miles off the Scilly Isles, forming another clue to the fate of the vessel.”

[26/11/2015] – Part of an American CRS-4 Falcon 9 space rocket that was deliberately jettisoned, during normal separation procedure, after it launched out of Cape Canaveral, floated into Tresco Channel in the Isles of Scilly. It was towed ashore onto the beach in New Grimsby Harbour, Tresco Island, by the local inter Island freight vessel Lyonnness Lady. A local Boatman, Joe Thomas, spotted it floating in Tresco Channel and called in the find. The Lyonnness Lady went over to investigate. A decision was made to tow it ashore as it was deemed (rightly so) to be a hazard to local shipping. Representatives from the USA came over and, sadly, destroyed the find.
4 – Smuggling Reports
A selection of reports from in and around the Isles of Scilly
c.1764 to c.1835

The Ipswich Journal, Saturday, 27/10/1764: “They write from Scilly, that Persons concerned in the late contraband Trade at Jersey, Guernsey, and Man, are daily arriving there; as the only Place now remaining in Great Britain, where under Favour of long Winter Nights, and very difficult Navigation about these Islands, they can hope to do Business for a few Months longer.”

Leeds Intelligencer, Tuesday, 25/12/1764: “They write from Plymouth, that a subterranean passage, or cave, has lately been discovered in Scilly Islands, at a place little frequented, which contained ninety-five barrels of French brandy.” Possibly Piper’s Hole or the man made cave, east side of Porthmellon.

Dublin Courier, Friday, 24/8/1764: “Advice having been received that great quantities of foreign teas, brandy and other French manufactures are daily imported into this kingdom from Scilly, where boats generally intercept all ships passing by there in course up both channels, under pretense of furnishing them with greens, poultry, &c. orders were this week sent to Plymouth, to station an additional number of armed cutters to cruise round these islands, who are to examine all boats that put off to any ships to prevent more effectively this illicit commerce.”

Stamford Mercury, 2/5/1765: “The Friendship Cutter, Capt. Strahan, on the 10th inst., seized a smuggling vessel from Scilly, loaded with teas, brandy, &c. and carried her into Mount’s Bay.”

Stamford Mercury, Thursday, 6/6/1765: “The Beehive Cutter, Captain Willis, has taken a lugsail smuggling boat from Scilly, and carried her into Mount’s Bay.”

Newcastle Chronicle, Saturday, 17/8/1765: “Some dispositions are now on the carpet with regard to the islands of Scilly, which, it is said, will benefit his Majesty’s revenue several thousand pound per annum.”

Derby Mercury, Friday, 30/8/1765: “Monday the Board of Trade took under Consideration the most effectual Methods of checking the Progress of Smuggling from the Islands of Scilly; which Practice of late has been very prejudicial to his Majesty’s Revenues.”

Salisbury and Winchester Journal, Monday, 28/10/1765: “His Majesty’s sloop the Shaftesbury, Capt. Drew, is sailed from Penzance to Scilly, on information of consequence; where we hear, since the late regulation at the Isle of Man, this place is commenced the emporium for smuggling to the west of England.”

Stamford Mercury, Thursday, 19/6/1766: “His Majesty’s cutter the Laurel, has taken two half deck’d sloops laden with brandy, going into Scilly, and carried them to Plymouth.”

Leeds Intelligencer, Tuesday, 29/7/1766: “They write from Falmouth, that for some months past numbers of fine sheep were observed to be carried over from the western counties to Scilly, but it had since been discovered that they were exported from thence to Rouen in Normandy, and other parts of France.”

Stamford Mercury, Thursday, 20/11/1666: “The Cumberland Cutter is arrived at Penzance, with two French fishing boats, found smuggling at Scilly.”

Leeds Intelligencer, Tuesday, 23/12/1766: “A few days ago were burnt at St. Mary’s Scilly, two French schooners, three half decked smuggling boats, and about fifteen thousand weight of tobacco, lately seized there by his Majesty’s cutters.”

Salisbury and Winchester Journal, Monday, 23/2/1767: “The Cumberland cutter is arrived at Penzance with nine hundred gallons of French brandy, and two tons of tea, taken from smugglers at Scilly Islands.”

Stamford Mercury, Thursday, 2/4/1767: “The Shaftesbury Cutter, Capt. Thompson, is arrived at Plymouth, with four tons of tea, taken from the smugglers at Scilly Islands.”

Stamford Mercury, Thursday, 23/4/1767: “The Mermaid cutter is arrived at Penzance, with three tons of claret, and eight hundred gallons of brandy seized from smugglers at Scilly islands.”

Stamford Mercury, 3/9/1767: “The Anson cutter has carried into St. Mary’s Scilly, seven hundred gallons of French brandy, and five tons of tea, taken from the smugglers.”

Stamford Mercury, Thursday, 17/9/1767: “On the 5th inst. Arrived at Penzance the John, German, from Scilly, a smuggling sloop, laden with brandy, taken by Mr. Head, of Scilly.”

Shrewsbury Chronicle, Saturday, 3/4/1773: “The Rising-sun cutter is arrived at Plymouth, with three tons of claret and nine hundred gallons of brandy, seized from smugglers at Scilly islands.”

Police Gazette, Friday, 29/7/1774: “Orders are given from the Admiralty Office for additional number of cutters to be stationed off the island of Scilly the ensuing winter to prevent smuggling.”

Saunders’s News-Letter, Saturday, 11/1/1783: “The Triumph privateer belonging to Jersey, has taken a Dutch vessel bound from Holland to Havre-de-Grace, laden with bale goods, after several hours chace, and carried her into St. Mary’s, in Scilly.”

212
The captain and three of his crew managed to escape in a boat cut out of the harbour, supposed by the assistance of the owner of the boat, who is taken into custody, charged with aiding and assisting them.

**Hampshire Chronicle, Monday, 28/4/1783**: “For the better preventing smuggling from France and Holland during the peace, a chain of cutters and sloops is now appointing from Dover to the Scilly islands, and from Margate Roads to Falmbro’ Head, and farther northward: These vessels will be commanded by Lieutenants, and will alone employ upwards of 4000 seamen.”

**Hibernian Journal, Friday, 13/8/1784**: “A letter from Scilly says, the Sampson cutter is arrived there, and has brought in a smuggler, deeply laden with brandy, geneva, tea, &c. She fired several shot at the Sampson before she struck, which killed one man, and wounded three others, but not mortally. She is called the Flying Fish, Mercury, from Dunkirk, mounting 12 guns, and is manned by Scotchmen (sic) and Americans.”

**Saunders’s News-Letter, Tuesday, 12/10/1784**: “Extract of a letter from Scilly, Sept. 30. – Just arrived the Sandwich cutter from a cruise, and has brought in with her a large smuggling cutter, deeply laden with tea and spirits. The Sandwich had an engagement with the cutter, which was very warm for three quarters of an hour; the cutter had fourteen men killed and eight wounded; the Sandwich two men killed and eight wounded. Captain Scott, of the Sandwich, has put his smugglers in irons. She mounts twenty-nine-pounders, and had on board ninety men.”

**Chelmsford Chronicle, Friday, 15/7/1785**: “The Prince William Henry cutter has taken, and carried into Scilly, a large smuggling cutter, laden with 3000 casks of brandy, 1500 casks of geneva, and about three tons of tea &c.”

**Derby Mercury, Thursday, 22/9/1785**: “Scilly, Sept. 20. – Arrived the Juno Cutter from a Cruize, and has brought in with her a large smuggling Cutter of 240 Tons Burthen, loaded with Tobacco, Spirits, and a great many Bales. She was under American Colours, mounts sixteen Guns, and fired several Shot before she struck, but no lives were lost.”

**Northampton Mercury, Saturday, 27/8/1785, page 1**: Endeavour Cutter, an Ostend Smuggler.

**Northampton Mercury, Saturday, 10/9/1785, page 2**: Another Smuggler in American Colours.

**Chelmsford Chronicle, Friday, 12/8/1785, page 2**: Wolf Cutter & a Dutch Smuggling Vessel.


**Saunders’s News-Letter, 12/9/1785**: Scilly, Sept. 1, King George Cutter & a Smuggling Lugger.

**Derby Mercury, Thursday, 16/2/1786, page 4**: The Speedy Cutter & Smuggling Cutter.

**Stamford Mercury, Friday, 8/6/1792**: The Expedition cutter takes the Juliana smuggling cutter.

**Bath Chronicle and Weekly Gazette, Thursday, 8/9/1791**: “John Oliver and W. Millet in a custom-house boat, were both shot, last week, by smugglers, off St. Mary’s, Scilly.”

**Hampshire Chronicle, Monday, 31/10/1791**: “The Lively revenue cutter has taken and carried into Scilly a seizure of one ton of tea, and nine hundred gallons of spirits.”

**Norfolk Chronicle, Saturday, 23/6/1792**: “The Royal William revenue cutter, is arrived at Scilly, and has taken in with her the Phoenix smuggling cutter, laden with about a ton and a half of tea, three hundred weight of tobacco, about twenty cases of goods, and upwards of 2000 gallons of spirits; they chaced her for two days and nights; the crew attempted to run her on shore several times, but were prevented, the wind blowing so very hard from the shore. The Royal William fired six times on them before they would strike. Two of the smuggler’s crew were killed, and one wounded. She is a very stout vessel, pierced for 20 guns, was built at Boston, and was in the employ of Paul Jones during the American war.”

**Royal Cornwall Gazette, Saturday, 6/1/1816**: “On Monday morning, a smuggling vessel belonging to Scilly, having on board 23 kegs of spirits, was sent into Penzance by Mr. Pell, of the Mousehole preventative boat.”

**Public Ledger and Daily Advertiser, Monday, 6/2/1826**: “Scilly, Jan. 31: The Sir F. Burton, Thompson, from Quebec, is seized by the Customs, for having about 100 lb. of manufactured tobacco (not in the Manifest) on board.”

**Clonmel Herald, Wednesday, 16/9/1829**: “A Court of Inquiry is now sitting at St. Mary’s, one of the Scilly Islands, to investigate certain charges of negligence against the Chief Officer and Chief Boatman of the Preventative Water Guard at Tresco, with reference to a late smuggling transaction on that Island. Captain Evance, R.N., from Penzance, is the President.”

**Bell’s New Weekly Messenger, Sunday, 1/11/1835**: “Lieut. Brown, of the Sylvia, revenue cutter, has captured off Scilly the sloop Fly, with 212 kegs of spirits and a crew of five men.”
5 – Taken & Retaken Vessels.

Many hundreds of vessels were taken by both the British and her enemies off Scilly during the many wars. Several ended up being taken into Scilly.

The Scots Magazine, Sunday, 1/7/1744, page 46:
“By the Success, Legose, two French ships, carried into Scilly.”

Newcastle Courant, Saturday, 1/3/1746:
“The Expedition, Smith, bound from Bristol to Jamaica was taken some Days ago by a French Privateer, who put 18 Men on board her, with Orders to carry her to France, but falling in with the Rocks of Scilly, and the Frenchmen being bad Navigators, gave up the Care of her to seven Englishmen, who were left on board, and have brought her into Ilfordcombe (sic).”

Newcastle Courant Saturday 19/12/1747:
Extract from a letter from on board the Royal George, Edward Campion, dated in the King Road, Bristol Dec 12 1747:
“I this day arrived safe in this road, after a very hard gale of wind at SW by S and SW the 9th Inst. S.S.W. of Scilly distant 12 leagues, a large ship gave me chase. I was standing in for the land, at ten o’clock in the morning, when the chace began; and she continued chacing me till I was obliged to tack, to clear the rocks of Scilly, which brought the chace within one hour very near me; this was about one o’clock at noon; about two o’clock the chace was alongside, and proved to be a French privateer of 36 guns. He ran up on my larboard quarter, and gave me a volley of small arms; which kill’d our chief mate, and carried away several small ropes. He discharged his broadside immediately after, which we returned. It was two o’clock when the engagement began, and it held till five at night, when the Frenchman though fit to shear off. We were both just upon the Scilly rocks when we parted. He has wounded four of my men very dangerously, and carried away with the second broadside my mizzen top mast and mizzen yard; the fourth broadside my mizzen mast and head of the fore-mast; the sixth my main yard away, and sails entirely ruined. In short he left us in a most terrible condition. It then coming about to SW very hard, and we close aboard the Scilly rocks for one hour, I despaired of saving the ship, till fortunately I weathered all, and kept due before the wind with my fore sail half mast, for the head was shot away, and we had not one other sail to set, but that what was shot to pieces.
PS. Twenty-seven of my men ran from their Quarters.”

Manchester Mercury, Tuesday, 1/7/1760:
“The Eagle Frigate, Capt. Knill, bound from Bristol for London, has taken a French Privateer of one Gun and four Swivels off Scilly, and carried her in there, and sold her her sixty Guineas.”

IOSM, page 30: 28/7/1777:
Margaret and Mary, Master Iyat, from Halifax to London, was taken on the 28th ult. by the Mars, privateer off 22 guns, off Scilly.”

Saunders’s News-Letter, Saturday, 27/1/1781:
“Last night advice was received at Lloyd’s, that ten sail of Dutch ships were taken by his majesty’s cruisers, and sent to Scilly.”

New Lloyd’s List: Tues. 2/1/1781, No. 1229:
“The Dolphin, Ford of Penzance, has sent into Scilly four Dutch Vessels.”

Stamford Mercury, Thursday, 25/1/1781:
“Extract of a Letter from an Officer on board the Canada, to his Friend at Leith, dated Portsmouth, Jan 5:
We are just arrived here from a cruise of eleven weeks. We got leave to cruise two weeks by ourselves, upon the grand fleet’s coming home. During these two weeks, had we known of a Dutch war, we should have made our fortunes, as we saw so many Dutch ships in the Bay. On our way home to the North of Scilly we took a French privateer of eight guns, and 75 men. It was her first voyage, and, being new, and the demand for such vessels being great at present, she was sold in a day or two after she got to Plymouth for 1700l sterling. In a day or two after this, within sight of Scilly, we fell in with a convoy from Lisbon of English ships, amongst which were two rich Dutch ships; a frigate of ours coming up, gave information of a Dutch war, in consequence of which the two Dutch ships were seized by one of our gates; but unluckily the frigate put only five men on board of one of the Dutch ships, and imprudently left in her 18 Dutchmen, so in the night, or in the fog, she made off. I suppose for France. She was worth 50,000l. Both the other two, for we saw a third taken by the Edgar, are not so good as she was. We are going out again in about three weeks, with 17 or 20 sail of the line, under Lord Howe, which we are all glad of, and Barrington is second in command. I dare say we are for Gibraltar.”
Dublin Evening Post, Saturday, 27/1/1781:
“The Young Gillis, Riding, from Smyrna to Rotterdam; Resolution, Reurd, from Genoa and Nice to Ostend; Young Jacobus, Vanderswan, from Cork to Rotterdam; Vrouw Henrietta, Venster, from Cett to Ostend; Young Cornelius, _, from Malaga to ditto; Deleria Maria, Joards; and Zelden Rust, Altez, from Cadiz to Amsterdam; Young Protronella, Youez, from Lisbon to ditto; and Young John, Roeloss, from Bourdeaux to Rotterdam, all Dutch prizes, are carried into Scilly.”

Northampton Mercury, Monday, 5/2/1781:
“The N.S. Rousselase del Rota, a Spanish Transport, of near 500 Tons, bound from Bilbao to Cadiz, laden with Provisions and other Stores, is taken by the Rockingham and another Privateer, and sent into Scilly.”

Derby Mercury, Friday, 16/2/1781:
“The N.S. St. Tortola del Trapano, Captain Mazara, a Spanish Transport of 500 Tons laden with Stores, &c, bound from Bilbao to Cadiz, is taken by the Tyger Letter of Marque, and carried into Scilly.”

Northampton Mercury, Monday, 19/2/1781:
“Two Dutch Ships bound from Curacoa to Amsterdam, laden with Sugar, Cotton, and Tobacco, were sent to St. Mary’s, Scilly, by two Privateers belonging the that Port, on the 7th current. These make 16 Sail which have been taken by our Privateers off those Islands.”

Northampton Mercury, Monday, 26/2/1781:
“The N.S. St. Zenivolta del Fremona, a Spanish Transport, bound from St. Sebastian’s to Cadiz, with Troops and Warlike Stores on board, is taken by the Amelia Letter of Marque, Capt. Watson, and carried into Scilly.”

The Gentleman’s Magazine, Vol.: XIV page 312:
Ships taken from the French by the English.
“A large Ship, worth 9000l. taken by his Majesty’s Ships the Kennington and Augusta, and carried into Scilly.
A Ship from Martinoco, valued at 80,000l. taken by his Majesty’s Ship the Kingsale, Capt. Young, and carried into Scilly.”

Derby Mercury, Thursday, 2/5/1782:
“Extract of a Letter from St. Mary’s, Scilly, April 27. Arrived the Nightingale Privateer from a Cruise, and has brought in with her a French Ship bound to Brest, with 60 Barrels of Gunpowder, 1000 Cannon Balls for four-pounders, four Pieces of Bras Cannon, and 1000 Musquets. She sailed from Amsterdam the 16th of April, and has been driven about ever since, having lost her Main and Mizen-Masts, and being now under Jury-Masts: she is a fine Vessel, about eight Months old, of 300 Tons Burthen, and has 56 Men on Board.”

Lloyd’s List: Tues. 10/2/1807, No. 4125:
“The Happy Couple, Kanavan, from Dungavon to Portsmouth, was taken 20th ult. by the Confiance French Privateer, retaken next day, by a Scilly Pilot Boat, and carried into Scilly.”
6 – Pilot Incidents

Pilotage was a major employment for Scillonians from the late seventeenth century till the beginning of the twentieth century. During some periods, on some of the smaller islands, pilotage and associated salvage was the only employment. Accidents were common.

[1700] - Two St. Agnes pilots were drowned when their pilot boat overturned whilst trying to save a shipwrecked crew stranded for many days on a rock. Ref. Rev. Woodley.

[1771] - Exeter Mercury 1/2/1771: St. Mary’s pilot responsible for the shipwreck of the

Joseph & Betsy.

[4/5/1791] Hampshire Chronicle, Monday, 2/5/1791: “On the 4th inst., eleven men (pilots) belonging to St. Mary’s, Scilly put to sea in order to take charge of a number of coasters that had borne away for those harbours, all in one boat, and it blowing hard to the east, and the tide of flood being made, a very heavy sea was the consequence, through which the boat filled, and every soul perished.

Amongst the number that perished, were four brothers of the name of Watts.”

[2/1796] - Times Wednesday, 3/2/1796, Issue 3508:

“A vessel (supposed to be American) is on shore on the Western Isle of Scilly- Seven people drowned in attempting to go to their assistance”. Times: Friday, 4/3/1796, Issue 3534: (Second Report)

“On the 27th January last, Seven Pilots perished, attempting to give assistance to a vessel [May have been American, Ed.] in difficulties on the Western Rocks of the Scilly Islands, who have left unprotected six Widows and twenty-seven Children, in whose behalf a subscription is opened at the following Houses, where Particulars may be seen, viz. Messrs. Ransom and Co. Pall Mall; Messrs. Hammersley and Co. ditto; Messrs. Drummonds, Charring-cross; Messrs. Boldero and Co. Cornhill; Messrs. Masters and Co, Chancery-lane; and at the Bar of Lloyd’s Coffee-house.”

There is a long list of subscribers, only those from Scilly are listed here: Captain Bowen £10 10s 0d; Lieutenant Johns £1 1s 0d; Jas. Dunn, for Underwriters and Owners £5 5s 0d; Captain Kinsman, Fox cutter £3 3s 0d; Mr. Lemon, Collector £1 1s 0d; Ensign Gahan £1 1s 0d; Mr. Willcox £1 1s 0d; Capt. Alex White £1 1s 0d; A. M. Passenger with ditto. £1 1s 0d; Captain Wm. Clarke £0 10s 6d; J. Watts, formally saved from wreck £1 1s 0d & Sundry Shopkeepers, &c £13 18s 6d.

[1/1798] – Times: 3/1/1798: “St Mary’s Scilly Dec. 10. Upwards of a hundred sail, chiefly coasting vessels, are now in this port wind bound. In boarding of one as a Pilot, a young man of the name of Stiddiford was drowned, which is the fifth of the family that has been lost in like manner within a short series of years. And yesterday a most shocking catastrophe happened by a boat filling, in which were nine souls, all of whom perished, and their bodies not taken up, leaving seven widows and children to lament their loss in extreme poverty.”

[12/1798] - Chester Courant, Tuesday, 25/12/1798:

“The evening of this accident, (Loss of HMS Colossus) came into a bad anchorage, a French prize brig privateer, apparently of 14 guns; in the night she drove out to sea, with a pilot on board, struck on going out, and sunk in deep water, and all hands perished.”

[2/1802] - See FORTUNE [of Bamfl] [13/2/1802] - Times: Monday, 8/3/1802, Issue 5359:

“Two pilots drowned.”

Also Lloyd’s List: 19/2/1802, No. 4231. 1802: “Wreck of the Fortune, Four Scillonian pilots boarded the derelict vessel in an attempt at salvage but she sank suddenly drowning two of the pilots.”

[12/1804] - Royal Cornwall Gazette, Saturday, 29/12/1804: “Hope Packet (Tregarthen), he being prevented from sailing by this gale*. I am sorry to add, that one of our Pilots from the packet is drowned, and has left a wife and two children to lament his loss.”

*A gale with an intensity not experienced for a number of years.

[1815] - Times: February 7, 1815, Issue 9438: “Scillonian Pilots Charles Jackson & James Tregarthen, were drowned trying to rescue the crew of the Queen Charlotte from Scilly Rock. Charles Jackson had just been married and James Tregarthen, who had just returned to Scilly having been a prisoner in France for eight and a half years, left a widow and nine children. A subscription list was set up and £100 was given by Lloyd’s and 50 guineas from the Duke of Leeds.”

[12/1816] - See MARY [12/12/1816]

Exeter Flying Post, Thursday, 26/12/1816: “Seven pilots drowned. The Old Town gig ‘Cuckoo’.

West Briton 20/12/1816: “Seven members of a gig crew (Cuckoo) attending the vessel Mary of Liverpool, Master Burstall from Rio de Janeiro, drowned when returning from a vessel having placed a pilot onboard.”

216
[2/1818] - Royal Cornwall gazette, Saturday, 21/2/1818: “On Monday last, Wm Boase, a pilot and farmer in Scilly, was blowing a rock in his garden; but the explosion not ensuing as soon as expected, he went to examine the charge; when unfortunately, it went off, and so dreadfully shattered his right arm, that amputation was necessary above the elbow.”

[11/1821] - Public Ledger and Daily Advertiser, Wednesday, 14/11/1821: “Scilly, Nov. 10. – On the 3d inst. the Preventative boat on the St. Martin’s Island station upset in Crow Sound. Mr. Lawrence, the setter, and three men drowned.”

[24/10/1821] - Morning Post; May, 1821, Scilly May 24th. “The Sea Horse, Pilot Boat, Wm. Tregarthen, Master and licensed pilot, foundered two miles off Crow Sound, when the master Wm. Tregarthen, Wm. Nance, and Wm. Phillips three as good pilots as ever Scilly produced, were drowned; the two former leaving a wife and eight children each, the latter a wife and three children, unprovided for, with the loss of boat & c. worth 200l. Which belonged to six of these industrious men.”

IOSM page 55, should be Sea Horse, not Horse.

[10/1821] - Lloyd's List: Tues. 16/10/1821, No. 5636:
“Scilly, Oct. 6th; On the 4th ult. - The Pilot Boat Lord Nelson, with five Men, sailed for Penzance, the wind shifted to N & NNE from SW in a moment, to such a Hurricane never remembered here. Crew missing.”

Also; Caledonian Mercury, Issue 15621, 20/10/1821. “The pilot boat departed from the Isles of Scilly for Penzance, Cornwall. No further trace, presumed foundered in the Atlantic Ocean with the loss of all five people on board.”

The Royal Cornwall Gazette, 1/12/1821: “Five pilots aboard the Lord Nelson Preventative cutter, lost near the Crow Bar, St. Mary’s. Eighteen children reported as having lost fathers.”

“On the 5th ult. - The Pilot Boat Hero (A Pilot boat salvaging the Providencia) was lost on the following day (see above), on the Rock of Halweathers (sic); 21 Men remained on the Rock all night.”

“Scilly, March 25 – A most melancholy and distressing accident happened here last week. During the prevalence of one of those severe gales (or rather heavy storms) which have been almost incessant here for the last four or five months, a vessel appeared off the back of Tresco Island with a signal for a pilot flying, although, as it subsequently appeared, she had one on board from Bryher, and the flag was kept displayed from some oversight! A row boat from Tresco, having on board a branch pilot and four other men, proceeded towards her, but when within less distance than the length of the vessel, the sea running tremendously high, the boat was overset, and the whole of her crew precipitated into the waves. The pilot on board earnestly begged the captain to either lower a boat, or put about the ship; but this he refused, alleging his apprehensions that the safety of his vessel would be endangered. Had the least exertion of the above kind been made, it is probable that all the unfortunate men would have been saved; whereas, on the contrary, three of them, after a faint struggle, (during which their shrieks were heart rendering,) sunk to rise no more! The other two, having been in the water some hours, were taken up, apparently lifeless, by a boat which put off from Tresco for that purpose; and, by Divine blessing, were at length restored to animation by the judicious means recommended to be used in such cases by the Royal Humane Society, and which were immediately applied by Mr. Molloy, surgeon, and continued with the greatest skill and perseverance so long as necessary. One of the persons drowned has left a wife and four children; the other two were single men. They were all of exemplary character – West Briton”


See also Royal Cornwall Gazette, 4/2/1826.

[9/1826] - Public Ledger and Daily Advertiser, Monday, 11/9/1826: “Two men belonging to the smack Wellington, of Scilly, were unfortunately drowned; the boat which was picked up near Land’s End, belonged to that vessel, which we lately stated was found adrift. It appears that they attempted to put a pilot on board a transport off the Islands, and that they failed in reaching her.”

[10/6/1827] – Bristol Mercury, Monday, 18/6/1827: “A man named Tobias Hicks, belonging to St. Agnes, Scilly Islands, was unfortunately drowned on Sunday last, whilst endeavouring to board a vessel passing up the channel, by the upsetting of the boat in coming alongside. He has left a wife and four children in the greatest distress.”

[1828] – IOSM, page 59: “Five crew of a pilot gig (eight crew, three survived) were lost on the Golden Ball Bar.”

[29/1/1828] – See the John & Ann, of London Critchell, from Cadiz to Hull. The Public Ledger and Daily Advertiser, 6/2/1826, gave the master as Ricket and the fact that a pilot (William Jenkins of Bryher) drowned.
On Saturday last, H.M. brig Leveret, appeared off Scilly Islands and made a signal for a pilot. Six men accordingly proceeded from St. Agnes in a row-boat, but they had hardly reached the vessel when by a heavy roll, her boom struck and upset the boat. The brig's boat was immediately lowered to the assistance of the crew, but they succeeded in swimming to the brig, and getting on board by means of ropes. One of the men lies dangerously ill the others have recovered.

As a rowing boat, with ten men, was proceeding from St. Martin's, Scilly, for the purpose of piloting in some vessels that were off the islands she was struck by a heavy sea (near the Lion Rock) and immediately went down; and melancholy to relate, six of the men were drowned. One of the unfortunate men, formally a marine, has left a large family. Some of the others have also left widows and children, who will be reduced to the greatest state of destitution by this event.

The men were: T. Godard, Mr. Woodcock, John Nance, Mr. Odgers, & two Mr. Ashfords. Mr. T. Godard left the large family.

From an extract of the Royal Cornwall Gazette, 30/1/1868, the following can be added, giving the names of the Scillonian pilots: "Eight Prussians, and two pilots from the Islands of Scilly perished. Of our neighbours, Steddiford was past middle age and Jenkins was a young, smart fellow, full of promise as a reliable and steady guide for strange mariners. Steddiford leaves a widow and five or six children; Jenkins, a father and mother, whose only son he was the last surviving child; and both hail from the little community of 30 or 40 families who dwell on Bryher, the islet of a mile and a half by half a mile, which is united to Tresco by sands at low water."

There is a report of the wreck in the SI for South Cornwall dated 22/1/1868.

A Bridgewater pilot boat was run somewhat singular that as a rowing boat, with ten men, was proceeding from St. Martin's, Scilly, for the purpose of piloting in some vessels that were off the islands she was struck by a heavy sea (near the Lion Rock) and immediately went down; and melancholy to relate, six of the men were drowned. One of the unfortunate men, formally a marine, has left a large family. Some of the others have also left widows and children, who will be reduced to the greatest state of destitution by this event.

The men were: T. Godard, Mr. Woodcock, John Nance, Mr. Odgers, & two Mr. Ashfords. Mr. T. Godard left the large family.

On Sunday evening, as a man named John Macey, a branch pilot at Scilly, was sculling a punt from a ship to a pilot boat (having left the man who accompanied him on board the ship) it is supposed that a cross sea struck the punt, and overset it, in consequence of which the poor fellow was drowned, and has not yet been picked up. He has left a widow and four children, one of them not being twelve months old. It is somewhat singular that Macey's brother was drowned at Scilly about two years since.

Scilly: Oct. 16: An accident occurred yesterday by which two seamen of the Seven Stones light-vessel lost their lives, on their return from St. Mary’s with stores. Having got close to their destination, a tremendous squall capsized the boat, and they were both drowned. Their names are John Nicholls, married, and John Ellis, unmarried.

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Lengthy report in Stonehaven Journal, Thursday, 30/1/1868.

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There is a report of the wreck in the SI for South Cornwall dated 22/1/1868.

A Bridgewater pilot boat was run down this morning off Scilly by the steamer Adour, bound down the Bristol Channel from Cardiff. The Ardour lowered a boat, but Thomas King, the pilot was drowned. Two sons with him were saved.

A relief fund has been started for the widow of the late Mr. T. Hicks (William Thomas Hicks known as Billy Cook), the pilot who lost his life in the wreck of the Thomas W. Lawson off Scilly on December 13th. The list has been headed with a donation of £10 from Mr. T. A. Dorrien-Smith, and Mr. J. Banfield, American consul, has promised £5 5s.

Manchester Courrier and Lancashire General Advertiser, Saturday, 11/1/1908: “The Lifeboat Institution has voted £200 to the fund for the widow and children of W. T. Hicks, a lifeboatman and pilot, who was lost in the wreck of the seven-masted schooner Thomas W. Lawson at the Scilly Islands. The silver medal of the institution has been awarded to his son, Frederick C. Hicks, for gallantry saving the captain of the schooner.”

Note Also; Sheffield Evening Telegraph, Tuesday, 22/9/1908: Seven boatmen of the Isles of Scilly have received from the President of the United States, gold medals in recognition of their bravery in rescuing the captain and two other men from the wrecked Thomas W. Lawson in December.”

- Charles Hicks & Charles Mumford were drowned while 'wrecking' on the steamer Plympton which had struck the Lethegus Reef and suddenly turned over and partially sank. See Plympton. Also; 8/1909 – Western Gazette, Friday, 20/8/1909: “During a fog off the Scilly Islands a London Grain steamer went ashore and afterwards became a total wreck, two of the islanders (pilots) who had gone on board being drowned.” See the Scillonian Magazine, 270/171 -175.
7- Local Incidents & Tragedies


“Petition recommended by Sir Francis Godolphin in behalf of four poor widows, who lost their husbands in a storm near Scilly coming ashore from the Jonas.”

[11/5/1785] – “Letter from Scilly, May, 1785; Yesterday, William Chown, Joseph Edwards, James Simons and James Oaks, all inhabitants of Old Town in this island, put off in a boat to examine lobster pots placed near the shore; but in hauling up one of these near a ledge of rocks, tis supposed the sea broke and filled the boat and all perished. Each man leaves a wife and small children wholly impoverished for none of their bodies are yet cast ashore.” Transcribed by R. Larn; Scilly Now & Then.

[2/1791] – Sherborne Mercury, 14/3/1791: “Scilly, 28 February, 1791; The morning before, between the hours of 5 and 6, Mr. John Badge, hereafter master of the Queen, last of his Majesty’s ship Atlas, in passing from St. Mary’s to the island of Tresco where he resided, was overset in a small Norway skiff with an invalid of the Garrison who attended him, by a squall occasioned by a sudden shift of wind, and were both drowned. Mr. Badge was a man very much respected, and will be greatly lamented, and his loss most severely felt by his widow and eight children. Both bodies and the boat also were taken up the next day at low water, the mast was found standing and the sheets belayed.” The accident occurred the 21st February when he was 63 years old and there is a headstone in Tresco Abbey.

[7/2/1815] – Chester Courant, Tuesday: “On the 14th ult. four young men went out from the island of Trisco (sic) Scilly, in a small boat, to pick up some pieces of wreck which were observed floating on the water, when the boat upset, and they were all drowned.”

[7/2/1815] – Chester Courant, Tuesday: “On the 19th, a young man was found dead amongst the rocks, at St. Mary’s, Scilly, where he had gone to fish the preceding evening.”

[24/6/1815] – Royal Cornwall Gazette, Saturday, 24/6/1815: “On the 13th inst. a pilot boat belonging to Bryher went to sea to look after vessels. After she had left the island, William Woodcock, the pilot, went forward to hoist the fore-sail, when the haulyards giving way he was unfortunately precipitated overboard, and drowned. He was esteemed a very able man in his profession.”

[24/6/1815] – Royal Cornwall Gazette, Saturday, 24/6/1815: “On the 18th, a man belonging to the Alarm, revenue cutter, then lying in St. Mary’s Road, fell overboard and was drowned. The body was picked up near the Island of St. Martin, on the following day.”

[5/1/1818] – Public Ledger and Daily Advertiser, Monday, 26/1/1818: “Letter from Scilly of the 20th inst. says – On the 5th a small boat, cutter rigged, from St. Agnes, with four men, went off to a vessel in the S.E. when in the night a gale came on; she has not since been heard of, and is supposed to have foundered. One of the men (Moses Hicks) has left a wife and four small children in great distress.”

[13/5/1818] – York Herald, Saturday, 16/5/1818: “A melancholy catastrophe occurred on Saturday se’night, near St. Agnes Island, Scilly. Four men had put out for the purpose of fishing, to supply their families, when the boat sunk, from some unaccountable accident, and three of them were drowned. The other was shortly afterwards seen on a rock, by some men passing in a fishing boat. They exerted themselves, but in vain, to extricate him from his perilous situation. Whilst waiting for the ebb tide, they conversed with the unhappy man for upwards of two hours. He informed them of the fate of his companions, and entreated them in the name of God to save his life; but melancholy to relate, a tremendous wave suddenly swept him off the rock, and he was seen no more. They have all left wives and children to lament their loss.”

[4/1821] - Royal Cornwall Gazette, Saturday, 7/4/1821: “The Scilly Packet was compelled by state of weather to put back to Penzance last Saturday morning. The preceding evening, Wm Legg was knocked overboard by the boom while reefing the mainsail. A rope was thrown him, and every exertion made to save his life but he was unfortunately drowned, leaving a wife and six children to bewail his untimely fate.”

[29/4/1822] – Royal Cornwall Gazette, Saturday, 11/5/1822: “On Monday morning, the 29th ult. as Abraham Stephens, a poor fisherman of the Island of St. Agnes, Scilly, was engaged with another man in fishing in Broad Sound, a heavy sea struck and filled the boat; when Stephens, who had long been an infirm state of health, and unable to exert himself for his preservation, soon sunk and was drowned; the other man being with great difficulty saved. Poor Stephens has left a wife and large family in the most frightful state of poverty and wretchedness, to whom it is hoped the benevolence of the charitable and humane will be liberally extended.”

[9/10/1830] – Yorkshire Gazette, Saturday, 16/10/1830: “On Thursday evening week, a boat belonging to Tresco (The Hope), left the port of St. Mary’s, one of the Scilly Islands, with fourteen persons, and a quantity of goods on board. The sea struck her, she upset, and five persons were drowned.”
24/4/1839 – Taunton Courier, and Western Advertiser, Wednesday, 1/5/1839: “Scilly: A distressing accident happened at St. Mary’s, on the night of Wednesday last. A youth, called Samuel Hicks, of St. Agnes, aged about 18 years, was going ashore from a vessel, to see his mother, having just returned from a voyage; and on his endeavouring to land at the inner steps of the New Quay, he is supposed to have missed the steps, the night being extremely dark and stormy, and to have fallen into the water, where he was next day found a corpse.”

19/7/1840 – Reading Mercury, Saturday, 25/7/1840: “Scilly: A singular and melancholy accident happened here last Sunday evening. The weather had been fine, and the water peculiarly smooth, but towards the close of the day some black and angry clouds made their appearance in the north. About 7 o’clock, an Irish preventative man, called Murtough Sullivan, who had gone in a small boat, with one boy only, from Bryher to St. Martin’s, to visit some acquaintance, was returning to the former island, when a squall came on suddenly, and the boat went down. The corpse of the poor boy was picked up next day, but neither the man nor the boat has been found. It is singular that the squall was of a very short duration, and the remainder of the evening was tranquil as before.”

25/10/1870 – Sheffield Independent, Tuesday, 25/10/1870: “Scilly: Yesterday afternoon, as a ship’s boat, containing three captains and five seamen, was leaving the roadstead near St. Mary’s, Scilly Islands, it was driven close to the Potta edges and capsized, all hands being thrown into the water. The boat righted herself, and six crew got into her. The other two had to be picked up by a pilot cutter, and have since died. One was Captain Atrins, commander of a German barque, and the other a sailor belonging to another German vessel.”

7/1875 – East London Observer, Saturday, 17/7/1875: “Four persons have lost their lives in consequence of the capsizing of a boat between two of the Scilly Islands. A gig, containing nine persons, who had been to a cricket match at Tresco, was returning to St. Mary’s, the principal island of the group, when a sudden squall overturned the boat. In 20 minutes another boat came to the rescue, but only succeeding in saving five persons, who were then almost exhausted. The remaining four were: William Hicks, Trinity pilot, leaving a widow and four children; Walter Legg, joiner (widow and one child); William Hicks, ship’s carpenter – all of Scilly; and James Phillips, aged 14, son of Mr. Alexander Phillips, of Penzance Customs.”

6/1877 – Edinburgh Evening News, Monday, 25/6/1877: “On Friday night, a boat containing John Nicholas, Samson Nicholas, and Edwin Nicholas, was returning to the Scilly islands from fishing, and about one p.m., being off Teàn Sound, she was caught, it is supposed, in a sudden squall and capsized, the three men being drowned. The accident was not seen by anyone from the shore. John Nicholas leaves a wife and five children, Samson Nicholas leaves a widow, the third was unmarried.”

30/12/1885 – Cornishman, Thursday, 7/1/1886: “Wednesday, Dec. 30th, John Jenkin, landlord of the Tresco canteen. And a young man named Walter Hicks a native of Bryher, were in a small boat (Plump) cruising some distance from the wreck, and having picked up three bags of flour they were returning under sail when between the islands of Samson and Bryher, a sudden squall struck the boat and she filled immediately, and the two men were thrown into the water. Mr. Jenkin succeeded in getting hold of the boat, and the young Hicks seized an oar. Mr. Jenkin reports that about 10 minutes afterwards he saw Hicks throw up his arms and disappear, and he was not seen again. Fortunately, some men were on the island of Samson saw the accident and obtaining a boat they rowed as quickly as possible to the spot in time to save Mr. Jenkin, who by this time was in a very exhausted condition. Walter Hicks who drowned, is the son of Mr. Patrick Hicks, of Bryher, but resided at Tresco. He was very much liked for his genial and pleasant manner, and much sympathy is felt by the inhabitants generally for the family of the deceased.”

Note: SI has William Hicks.

20/8/1903 – Cornishman, Thursday, 20/8/1903: “At noon to-day as the relief boat with stores on board, was approaching the Bishop Rock Lighthouse, a young light-keeper named Sydney Hicks went down on the rock to fasten the mooring rope to an eye bolt in the stone. When returning he slipped or stumbled, and fell down on to the rocks below. He was washed off and not seen again. His own father, Mr. Osbert Hicks, was one of the crew of the relief boat. The young man was highly respected in the Islands. Much sympathy is expressed for his sorrowing parents.”

14/1/1905 – Dundee Evening Post, Monday, 16/1/1905: “A Penzance telegram says no trace can be found of Stephen Bond and Ernest Hicks, who put out to sea at Scilly on Sunday. It is feared that both are drowned.”

12/6/1909 – Manchester Courier and Lancashire General Advertiser, Monday, 14/6/1909: “A signalman named Richards, working on board the Seven Stones lightship on Saturday, fell from the bridge to the deck of the vessel and was killed instantly.”
[2/9/1911] – Cornishman, Thursday, 7/9/1911: “A sad accident occurred at St. Martin’s on Saturday afternoon when Robert George, son of Mr. John Bond, was accidentally drowned. The little fellow was playing about in a punt whilst his father was working at the store pot, and rowed ashore to the little quay at Higher Farm. A few minutes later the father came ashore and seeing the punt on the beach without the boy called to him, and his little sister running down the quay saw the body of the boy lying on the sand in about eight feet of water. The farther promptly grappled up the body and artificial respiration was tried, both by the local coastguards and by Dr. S. Southern without success. Mr. W. M. Glayas held an inquest on Monday, and a verdict of ‘Accidentally drowned’ was returned.”

[25/7/1914] – Cornishman, Thursday, 30/7/1914: “Joseph Barrett and son went to the westward on Saturday to haul their lobster pots, in their lugger Lilian, and have not since been heard of. There was a fresh westerly wind which increased through the day, with a nasty sea. It is supposed that they had pots near broken water, and in trying to get them to a place of safety a sea broke aboard and swamped them. Barrett leaves a widow and one daughter. The deepest sympathy is felt throughout the Islands for the relatives.”


[13/4/1918] – Cornishman, Wednesday, 26/6/1918: “Our readers will recall the report that on the night of April 13th, six men left Tresco, Isles of Scilly, to proceed to St. Mary’s in an open boat, with a strong northerly wind blowing, and nothing more was heard of them. On Wednesday news reached Scilly that a boat was picked up on June 6th by an American vessel 240 miles from the islands, with two bodies in a decomposed condition.”

[5/1920] – Cornishman, Wednesday, 23/6/1920: “On Friday evening the body of Mr. George Lethbridge, of St. Mary’s, Isles of Scilly, was recovered from the sea. It will be remembered that while crabbing some six weeks ago, Messrs. George and Alfred Lethbridge, were drowned, and a search for their bodies at the time proved unavailing. The other body has not yet been found. The funeral of Mr. George Lethbridge took place on Sunday.”

Cornishman, 30/6/1920: “On Friday last the body of Alfred Lethbridge was found, like his brother near the Crim Rocks, about three and a half miles west of the scene of the fatalities.”

Note: The crabber was the Gladys. The brothers were the sons of the lifeboat coxswain.

[6/1928] – Cornishman, Wednesday, 20/6/1928: “The Station Officer of Coastguards, Mr. J. H. Berry, who has only been here about six weeks, coming from Worthing, committed suicide by hanging about breakfast time this morning. He was a middle-aged man, married, with no children, and was talking with some of the men half-an-hour before. He had gone up to the instrument room to take on duty, and it is thought he was nervous at the sound of the telegraph call, for Morse had seemed to trouble him. All events he left the instrument room, and must have gone straight to an out shed and hanged himself. His wife was searching for him at breakfast time, when she found him hanging. Two of the coastguards tried first-aid, but without avail. Mr. Berry was walking round the neighbouring golf links with his wife last evening, and seemed in his usual health last night.”
Reports from the earlier archives like 'British History Online'.


Many publications, including that by Mrs. Jessie Mothersole, ‘The Isles of Scilly Their Story Their Folk Their Flowers’, suggest that Olaf Tryggvason came here with a fleet of Viking ships. He was apparently converted to Christianity by a local Hermit who told him that he would have to fight his men and put down a mutiny. This mutiny is supposedly recorded as having come to pass and he went away a Christian. A more archaeological document; ‘Exploration of a Drowned Landscape by Charles Thomas, does not dispute this but merely questions the exact place where it occurred. The story of this king is quite complicated. However, he was indeed attacking all around England in year 991 and 994 together with the Danish king, Svend Tjugeskjegg. King Ethelred paid them a lot of money not to attack anymore. In some stories Olav Tryggvason operated under another name, he was called Anlaf. Other facts are that he was indeed the first king to start christening in Norway and he was baptised at Scilly Islands in 995. (Scilly also called Syllingane in old Norse language) King Ethelred was in fact his Godfather. After this Olav (Anlaf) went to England in peace, and further on to Norway where he became one of their most important "Viking kings".

Also;

[1277] - Also in Adams’s Chronicle of Bristol.

"In 1277 the countess of Leicester, wife of Simon Mountford (which remained of a nunnery in France) sent her daughter to Wales to marry with Lewellin the Prince, with her brother and a great company more; who fearing the English coasts, kept their course to the Isles of Scilly, where by chance 4 ships of Bristow met them, set upon them and took them and brought them to King Edward, who entertained the lady honourably, but imprisoned her brother etc."

(This incident eventually lead to an English invasion of Wales.)

[1401] - Calendar of papal papers relating to Great Britain & Ireland. Vol. 5.
Leteran Regesta 93. 1401

“The letters—Univ. sancte etc. Intenta piis operibus, dated in the chapter [house] of Exeter, 21 Sept. 1351, the twenty-fourth year of his consecration, of bishop John, appropriating to them—at the petition of abbot Richard de Esse and the convent, setting forth that whereas before the unwonted pestilence which has recently devastated not only England but almost the whole world, they had fitting sustentation for feeding the poor and receiving pilgrims and guests, etc. as a result of divers misfortunes, especially the plunder by pirates of the island of Sully (Scilly), whence came no small part of their support, the monastery is so gravely collapsed that it is scarcely hoped to recover its strength in their days;"

[1461] - Calendar of State papers relating to Great Britain & Ireland Vol. 11. Vatican Register 505.

“The complaint of the abbot of the Benedictine monastery of Tavistoke and John Colishyl, nobleman, knight and lord of the isle of sully in the diocese of Exeter, has very often disturbed the pope’s ears and embittered his mind, to the effect that a number of pirates have, not without violence, captured and detained, imprisoned, tortured, beaten, wounded, slain and put to excessive ransom the clerks and ecclesiastical and lay persons and inhabitants of the said isle of sully, the fishermen who fish near thereto, the faithful who go in great numbers to the chapel of St. Elidius, and persons who have suffered shipwreck or who have been otherwise driven by the force of the winds to the shores of the said isle...."
“Some days ago the Lord Admiral of England put out to sea with a certain number of vessels to encounter some English pirates, of whom the principal is one Thompson of Calais, who are accompanied by a good number of Scots and Frenchmen, and are holding by force a little island called Sorlinghe (Scilly), which was formerly uninhabited and desert, but now is well fortified by these said pirates, and fit for the safe accommodation of their ships, of which they have seven or eight by means of which they plunder all the vessels that go backwards and forwards from Spanish waters. No intelligence has yet been received of the exploit that may have been performed by the Lord Admiral, who is instructed, however, to pardon the pirates if they are willing to surrender voluntarily.”

[1605] - John Muckell - Another Scilly Pirate?

You have heard of Captain John Mucknell who operated as a pirate at Scilly during the English civil war, 1643 to 1649, well Scilly seems to have had another pirate here in 1605 of a similar name-John Muckell.

In the documents of the Court of Admiralty, Examinations, (Vol. 37) Francis Bayldon 31/5/1605. & the Admiralty High Court, Examinations of Pirates, 1605 (vol. 6; & vol. 39) it shows how he was operating as a pirate around the south coast of England. We have not yet ascertained for certain if he was based here on these islands but he was certainly re-victualling and selling and trading his ill-gotten gains at Scilly; some of it to the then referred to- “Captaine of Scilly”, John Godolphin. In this regard it seems that Mr. Godolphin was very friendly with Captain Muckell; as the documents tell us how he entertained him ashore and how he also went aboard the pirates’ ship to get drunk. It also shows how Godolphin was supplying Muckell with the things he needed in order for the pirate to continue in his modus operandi; which can easily be reasoned as strong evidence that the pirate may well have been based at Scilly and working under command of the then Captain of Scilly: “Being asked what John Godolphin, Captaine of Silley, receaved or had of Captaine Muckell or his company, sayth that Captaine Muckell and his men were kindly interteyned ashore by the said Captaine, and had supply of victualls and such other thinges as they wanted, and Captaine Godolphin was on borde Captaine Muckell’s ship making merry with him and his company. And Captaine Muckell tould this examinate that he had receaved of Captaine Godolphin a barrell of powder and a salie”

We have not yet been able to put a name to the ship that Muckell was using. All we do know is that he had taken, by force, a German armed merchantman from near the Isle of Wight and that the ship had originated from Embden in Germany. He was also then operating under the letters of King James I and the Isle of Wight was a favoured haunt. (Most pirates of the Tudor and Stuart periods were active under the wing of their respective monarchs. Hawkins; Drake; Stuclcy; and Lovell to name but a few) This examination by the Admiralty was undertaken as, whilst at Scilly, Muckell had harassed a vessel from Belgium called, the ‘Margarett and John’. This ship belonged to: ‘Balthazar de Smidt, Dennise Lhermite, Peter Danis, and other merchants of Anduerpe’ and they had made a complaint against Muckell and his men and implicated Godolphin as being an accomplice to the pirates. Being a court of examination, the files are obviously far too long and tedious to reproduce here; very repetitive as they examine each witness in turn; who took what from whom and when etc. etc. The ‘examinates’, named above, brought witnesses to show how they found Muckell in a Flying boat at Scilly that he had also taken from near the Isle of Wight: ‘beinge merchants of the “Margarett and John” of London, whereof John Kinge was Master, and bound for Ireland, put into Silley by contrary windes about the ende of February last, where they found John Muckell, beinge Captaine of a shipp of Embden, which he and company had taken, as since he hath herd, from under the Isle of Wighte. And, the same night after this examinates coming to Silley, Captain Muckell came on borde the “Margarett and John,” and requested to have some beare and other victualls which, as he sayd, he greatly wanted, and would give wares in truck for the same if this examinate and company would supply his wantes, eyther for money or in truck for other merchandizes, otherwise he would take yt perforce. Whereupon this examinate, seeing no remedy to avoide that inconvenience, (for that the said Muckell was warlickly provided and had nere forescore men on borde him), was contented, though unwilling, for the avoydinge of further los ses to lett the said Captain and his company have such thinges as they would have’

It appears that Muckell took what he could and gave nothing in return. In fact, it seems that he gave them a note that said that they owed Muckell for the things he wanted but which they never actually had to give!

The Belgium merchants had gone to the Admiralty to try and gain recompense for their losses from King James I. The merchants brought forward their ships master as a witness and he verified their story on 6/7/1605:
“John King of Wappinge, mariner, and Master of the "Margarett and John" of London, sworne and examined before Mr Doctor Amy, [etc.] sayth that this examineate, beinge freighted by Frances Bayldon to saile for Gallouay in Ireland, had his said shipp laden in this porte of London with beere and sondry other merchandizes; and, saylinge therewith towards Ireland, was forced by storme into Silley, where this examineate found Captaine Muckell in a flyboate laden with lawnes, hollandes, and sondry other Flandurers wares, which, as this examineate since hearde, the said Muckell and company had taken neere the Isle of Wighte, by vertue of commission from the States. And after this examineate's arrivall at Silley aforesaid, the said Captaine Muckell came on bord his said shipp, and asked this examineate if he could spare him some breade, and this examineate made him answere, he had no more breade then was for his victuals, and that he could not spare eany part thereof. And the said Muckell replied, sayinge he had authority by his commission to take victuals from eany man”

Further witnesses named other men in Muckell’s crew and tell of Muckell collaborating and swapping goods with other pirate vessels; all making prizes of merchant ships, or stealing their contents, all along the south coast of England:

“one Robert Martyn of Gallaway in Ireland, merchant, receaved certayne goothes at Silley of Captaine Muckell and his company, was at Torbay, Falmouth, Silley, and other places, and sondry merchants of Plimouth and the places aforesaid bought greate quantities of goothes of the said Captaine Muckell and his company, as Captaine Muckell told this examineate. And more he cannot depose, sawinge that this examineate receaved of Anthony Johnson one boite of holland to be delivered to his wyfe. And sayth that John Muckell was Captaine, Anthony Johnson, of Wappinge, Lieutenant, William Graves, Master, John Skynner of Lee, George Beare of St. Katheryne’s, a duchman, Mighell was the gunner, and a Mr. Lane of Gosport, were all of the company. Also Captaine Tion, Captaine Bell were also in the said shipp at Silley but were not at the takinge of the goothes, as he hearde, and one John Harris was boatscwayne, and more of their names he remembreth not. Captain Muckell mett with a Spanish prize on the coast taken by a hollander and some englisheemen, (and as he thinketh Captaine Bell came out of that prize to join Captaine Muckell) and Captaine Muckell brought sugers out of the same prize, and the Hollanderes had goothes of him, as he herde, but how much he knoweth not. And he also hearde that Captaine Muckell had some Spanish money of the said hollanderes, for parte of the goothes which the,hollanderes had of him, as he herde, and the spanshe money, which this examineate receaved of the said Muckell to be delivered to his wyfe, is parte of that money receaved of the hollanderes for the goothes aforesaid, as he verely beleeveth; for he hearde there was greate store of Spanish money in the said prize".

However, the authorities looked upon the likes of Muckell, not as pirates, but as ‘Gentlemen Adventurers’. This type of person had flourished under Queen Elizabeth I; as England, through such men, were slowly taking command of the seas. The misdemeanors of Captain Muckell, like those of the many greater ‘Gentlemen Adventurers’ who had gone before him, would be overlooked:

Extract of a letter from Sir William Monson to the Earl of Nottingham.

September 7 [1605].

“I desire to know your Lordship’s pleasure about Captain. Muckell. The merchants which owned the goods he took from under the Isle of Wight is willing to discharge him, so that your Lordship will consent unto it, and if your Lordship intend him any good it must be done before other matters come against him; for though he was innocent both in this and other actions yet perfource his company did other things which may endanger him. And thus with remembrance of my humble service, with desire to be ever at your Lordship’s command, I humbly take my leave.”

Your Lordship’s during life to be commanded,

William Monson. From on board the Vanguard.

A let off was perfectly understandable when you realize that, not only was Muckell operating under King James, he was also using his ill-gotten gains to keep others of importance on side, just in case:

“the said Captaine Muckell did deliver to Captaine Godolphin one clock or watche, dubble giltte, to be delivered to the Lord Mountjoy in London, for this examineate sawe yt delivered to Captaine Godolphyn, and Captaine Muckell did value yt at two hundred pounde sterlinge.”

(Lord Mountjoy was Charles Blount, 8th baron of Mountjoy, who was made a Judge at the Admiralty Court and Master General of the Orndance in 1603. Funny that!)


“Our prince’s fleet was 8 ships royal and 2 pinnaces, furnished with above 350 pieces of brass ordnance. After this parting the prince and fleet stayed there 4 days more in surveying and making all things ready for the passage; the 17th day God sent them a fair wind, they weighed anchors, he set sail, which was with much joy, elevation of voices, and thundering of trumpets and drums, with excellent music of mariners nimbly running up and down to set forward so royal a business. On the 29 September 1623, being Michaelmas Day, the seas grew churlish, the winds angry, and to avoid their fury the whole fleet was forced to put into the Island of Silley, from whence they came into St. Marie’s Sound.”

224
At this juncture in the narrative we refer to an earlier passage within the original record that refers to the Princes stay at Scilly, it simply states that he gave 3 audiences one of which was: 'at the Castle of Silley'. Now we know from above that he arrived at Scilly on the 29/9/1623 and that he did not arrive at Portsmouth, his original destination, until the 5/10/1623. We also know that he left Scilly on or around the 3rd October meaning he stayed for about 3 days here. The record then tells of his intervention in a battle:

“A fight he saw About a day before he put into Silley, a great thundering of ordnance at sea and beat round about the air, insomuch that in short time after the fire of the pieces were afar off easily discerned. The fleet approaching nearer and nearer perceived certain Dunkerks and Hollanders were at it, fighting pell-mell. Whereupon two of his ships, the Rainehow and the Seven Stars (being foremost of the rest) haled them and gave them a shot; upon which first came up 4 ships singled from the rest, who being asked what they were, they answered, 'Men-of-war of Dunkerke'; our men bid them go to the leeward, and speak to the Prince of England; they presently did so, and went under our prince's stem. Then came up 5 ships more; they being likewise hailed, came, and being demanded what they were, they answered, 'Holland men-of-war'. These also were bid go to the leeward, and speak to the Prince of England. These then coming under the prince's stem, as the others had done before, his Highness commanded them to hoist out their boats, and the captains of either side to come aboard: they did so: and the cause of their fighting being examined by the prince, it was found that the 4 Dunkerks coming out for them, made after them and chased this their cause of them to fight. His Highness understanding by their own relations the truth of their quarrel, told them that since it was their fortune to fall into his company, he would persuade them to be at peace, and to give over their chase, and to bid farewell one to the other. The Hollander seemed unwilling to this, urging rather the contrary; but his Highness out of a noble desire to save the shedding of blood in his sight, used many gracious meditations to draw them to peace, and prevailed so much at that time, as that they parted friends upon equal terms. And for prevention of returning again to their quarrel, his Highness set them some good distance of one from another, and so let them go. And on the third of October, with the help of a side wind, they came merely forward, and within 2 days after, being the 5th of October 1623, being Sunday, at 9 of the clock in the morning, his Highness with unspeakably joy of all within reach of such happy tidings he landed in good health of body at Portsmouth, and from thence took his journey for London: whose joyful welcome I refer to the judgement of all true hearted subjects, myself being unable to express."

[1649] - Calendar of State papers relating to English affairs in the archives of Venice. Vol. 28, April, 1649.

Advises from London, of the 20/4/1649:

"News has come that Prince Rupert is at sea with 16 ships of war and in 8 days has captured 22 vessels coming from different places, and notably one called the Captain Thomas coming from San Lucar, which was taken to the Sulli Islands, on which they found 60,000l. in reals and a quantity of rich merchandise."


"Capt. Thomas Ketelby to Sir John Pennington, gentleman of the privy chamber and admiral of the fleet in the Narrow Seas. The fourth day after they set sail from the Downs they got so high as Falmouth, notwithstanding he sent his pinnace into Dartmouth and Plymouth for intelligence, where a great rumour of Turks and pirates about the Land's End made all men afraid to go to sea. The fifth day, being Thursday, he met in Mount's Bay with a Falmouth man, who, that morning, coming about the Land's End, was pillaged by two Biscay men-of-war. The next day, Friday, the 23d inst., the wind at south-west, but foggy thick weather, they plied off and on the Land's End, and so likewise the 24th; that night stood close in for Scilly, and on Sunday morning at daybreak sent his boat to the captain of the castle, from whom he understood three weeks before their coming there, eight or nine Turks were there seen for certain days together always chasing such as they could see, so as their fishing boats could not go to sea."

Later in the same report:

"Have lately received complaints out of the west country of divers outrages lately committed in those parts by Turks and pirates, insomuch as the poor fishermen dare not put to sea, and the inhabitants are afraid of being taken in the night out of their houses."
Narrative from the British Library, regarding the treasure lost in the richly laden wreck of the **Merchant Royal** on the 23/9/1641. This wreck has still not been located and a contemporary report places its sinking as being roughly 30 miles out from Lands’ End. An arc drawn from Lands End, out to that distance, encompasses the Isles of Scilly. Is she somewhere close around these Islands? It is certainly a very real possibility. Estimates of her value today, vary from £500 million to perhaps even as much as £1 billion. Rumours even exist that the site is known!

**Ye Olde Mail on Sunday. 1 Groat. Ye newspaper of the yeare.**

“Sad News from the Seas

Being a true relation of the losse of that good ship called the **Merchant Royall**, which was cast away ten leagues from the Land’s End, on thursday night, being the 23. Septemb, laft, 1641, having in her a world of treaure, as this story following doth truly relate.

Some dangers they paft, but lately arrived in cales (Calais?) where they continued afore they could prepare themselves for England at least 7 or 8 months, at end of which they difembogu’d for England in company of Captaine Legend of Dover, in the **Dover Merchant**, a lofty fliete ship of 400 tunnes, and 28, cast pceces of Ordnance; they Fayled together, the **Royall Merchant**, in firefte of foule weather, sprung a leake in the bottome of the fhip, fo that the faylers were forced to tend the pumps day and night. Captaine Legend, not liking Captaine Limbyres courfe, with joint confent, fhaped another courfe fome point in variation fo that they did not absolutely part fuddently, but glide fidingly from eachother.

Night came on and foule weather, they plyed their two chaine pumps, in midft of which labour both the pumpe chaines broke at once and fell into the wells, so that before they could any way recover and mend the chaines, they had got 4-foot water in the hold. They labour at their pumps with great strength, but could not prevail over what was got in, but did keepe her in that eftate, nor more or leffe diminishing. They being over labourd could hardly pumpe more to any purpofe. Some of the seamen to the number of 30, got into the long boat, cut her off, and called to the Captaine to save himfelfe, he refufed it, and would have a merchant, his paffenger, to fave himfelfe. He anfwered hee had lived long in Spaine, and with great trouble got up 10,000 pound, and now would fayle by it, for his life hee valued not. Captaine Legend anfwered him it was all one whether he went in the boate or no, for they were in no better eftate than thofe on bord, having in the boate no oares, mfts, failes, or anyfthing to keepe the boate afar the sea, and mft needs perifh undoubtedly. Being thus in defpaire they efpiied a light at which they shot off 30 piece of ordnance. It proved to bee Captaine Legend who in confideration of the Royall Merchants diftrefte returned to helpe them; they obferving their danger and the ship sinking, fent forth their long boate, w[hich]ey could not enter; so they discharged infinite multitude ey could not enter; so they discharged infinite multitude some point in variation so that they did not abfolutely part fuddently, but glide fidingly from eachother.

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[1651] – *A Shallop sunk 17th April, 1651.*

Nicholas Papers.

Bishop Henry Leslie to Sir Edward Nicholas Secretary of State to Charles II

“On April 15th in the morning, there came against these isles two great fleets. The one of English consisting of 22 ships besides many Shallops and long boats and bringing with them 2,500 land men. The other Dutch consisting of 13 ships. They attempted the out islands lying on the north side, especially that called Tresco, on each end whereof there is a harbour. The best harbour our Governor secured by two of his best frigates and other whelps that they could not enter, so they discharged infinite multitude of shot. The other harbour, where it was scarce known any great ship ever ventured to come in. They gained it. Being of so great a breadth that it could not be defended; and so on the 17th day they launched forth many shallops, each having a brass piece charged with case shot in the forepart, but then were so valiantly resisted that they were forced to retreat, their admiral being shot through and through and driven to ship his cable, one of their shallops sunk and another so paid with small shot that she went off with two oars, all the rest drooping into the water.”
[1667] - A Dutch attack on Scilly in August, 1667.

It has always been reported that during the (so-called) war between Scilly and the Netherlands, that in over 355 years not a single shot was fired between the two sides of the conflict. War was supposed to have been declared by Admiral Van Tromp on 17th April 1651. It was as a result of all the piracy that had continually been inflicted upon Dutch shipping by vessels from bases such as the Isle of Wight, Scilly, and Kinsale. Even Wikipedia states that never a shot was fired between Scilly and the Dutch forces. However, the opposite is shown to be true in the Calendar of State Papers, Domestic Series of the Reign of King Charles II, (Vol. CCXIII ). The narratives show how the Star Castle not only fired upon the Dutch but how their ships came so close to St. Mary’s, that two vessels were damaged in the engagement. Further to this, 4 of the 50 Dutch warships that came to threaten Scilly, then struggled to get free from the shallow ebbing waters of St. Mary’s pool. And that’s not all, during an encounter that lasted for nearly a whole week, the Dutch even landed on some of the off islands. The following events took place in August 1667, a full 16 years after the declaration by Van Tromp. The entries in the State papers, with regards to the Isles of Scilly, start with a letter on page 192 from William Warren to Williamson. 15/6/1667. This part of the letter, written as the Dutch were seen off places such as Deal, shows the state of the then defences at Scilly. The Dutch fleet, under command of Admiral Michiel De Ruyter, was continually reported as seen making landings and attacks upon the east and south coasts of mainland England at the time:

“His brother much fears an attempt on the Isles of Scilly, which would be lost if it were attacked, though but with 1,500 men; no considerable defence could be made; the carriages of the great guns are mostly decayed, small arms wanting and also men, there are not above 500 fighting men in the island; they want 500 or 1000 more.”

The letter then goes on to say what might happen if the Islands were to fall into Dutch hands.

Colonel Buller was in Command of the Garrison and Star Castle at the time and another letter, this time from Marmaduke Gibbs to Robert Francis, entry dated June 17th, states that:

“The Governor (at Scilly) is repairing the fortifications with all speed.” Further down, on page 228, Hugh Acland wrote to Williamson: “Scilly is in good condition in case of attempts by the enemy” However, being as this second report is just 8 days after the first report above, one wonders if this state of readiness was actually achieved or even possible. Nevertheless, the Dutch were making a nuisance of themselves all up and down the south coast and were watched to be moving steadily westward. They were seen off numerous places and came ashore at some of them. Making their way west they were reported as seen off Margate, then Lyme, then on the 5th August, John Lyle to Williamson wrote of a master of a small vessel who reported that he: “met the Dutch fleet, under De Ruyter, Cruising between Falmouth and Plymouth.” Then on August 7th Thomas Holden wrote to Williamson stating some bad news for Scilly, where preparations were being hastened along to receive De Ruyter if he should indeed come here: “The Dutch fleet was seen Sunday off the Lizard, but came not nigh to make an attempt; news was sent to the (Star) castle, that they are before Scilly, and might make an attempt, there being much shooting heard. Are in good defence posture there if they should try to land, which is not much feared.” These were famous last words!

The next correspondence, on page 365, John Clarke wrote to Williamson, showing how De Ruyter had indeed gone to Scilly as expected; and his intentions were about to become clearer. “Lord Bath has advice from Col. Buller, Governor of Scilly, and from Sir William Godolphin, that 50 sail of Dutch lie about Scilly, and landed some men upon one of the islands that was not inhabited, but it was doubted they would assault the grand island” (St Mary’s) The report sounds confident but Admiral De Ruyter may simply have been trying to find a place to make a base from which to strike out from. August 8th letter from Hugh Acland to Williamson stated the reality: “Scilly is besieged by the Dutch and it is reported that they are possessed of one of its outward islands, and have sent their boats and sounded the chief harbour, in spite of all our great guns. People there are in some trouble about it; trusts they are well enough provided against any attempt the enemy can make.” The Dutch taking soundings had only one purpose and the locals certainly seemed worried by the intrusion on their land and surrounding waters. De Ruyters’ ships soon moved from one island to another; eventually landing on St. Agnes. However, the local forces on St. Mary’s appears to have been made ready; if a little panicked at this time. The next letter is dated August 11th, Trelawny to Williamson (on page 377) “the Dutch have been before Scilly these four or five days, and have landed upon Agnes Island, were there were not above three inhabitants. The soldiers and seamen are now very quiet.” The silence was telling, as the Dutch were landing where they pleased and were taking what they wanted. A move upon St. Mary’s seemed imminent, as again the Dutch took soundings over in that direction. This can only be for the purpose of testing the depths for the navigating of larger vessels into position for a landing of foot soldiers etc. A letter from Thomas Holden to James Hicks on the12th August makes things clearer; it tells of the encounter and how the islanders fired upon the enemy at first chance:
“The Dutch fleet landed some men upon the outer islands, who did no hurt but the taking away of some sheep; they also sent boats into the mouth of the harbour to sound. The Castle shot at them and disabled two.” The entry goes on to show how they then came in close with warships after their boats had been fired upon by the local military: four great ships came so near that they could hardly get off again, but made no attempt to land. It seems that the Dutch had indeed come to take Scilly but what stopped them from realising their intentions any further is made clearer below.

The fact that they had taken soundings in the ‘main harbour’ and that their four great ships had almost got stuck, suggests this engagement took place at the mouth of St. Mary’s Pool, as this is the only shallow water within range of the guns of Star Castle. Obviously, back then there was only the smaller Old Quay in place, with the way wide open between Newford Island and Rat Island. This would easily allow four warships to gain both Porthmellon and Town beaches for landing their troops; if the circumstances allowed. However, circumstances and the weather must have played a part in what happened next. It is clear that they did not know enough about Scilly in order to make a proper landing; otherwise why take soundings in the first place? Was the tide ebbing on a low water Spring, leaving the pool too shallow to make the attempt at the shore? This certainly makes sense. The weather also played a part as the same entry above also states that: “A great storm is supposed to have cleared the island of them.” Whatever happened, the evidence shows that after sounding the area, they came in close with at least four warships. They then thought better of it after those ships nearly went aground. So perhaps De Ruyter realised- that with a (possible) ebbing tide and with the wind obviously on the rise, it was therefore foolish to continue with the attempt. There is also no reason to believe that the Dutch were not continually being shot at too, as the locals had already opened fire upon them as soon as the smaller boats had initially come near to St. Mary’s. Futhermore, it is unlikely that the Garrison would have allowed warships into the harbour unchallenged. There is also no reason to believe that the Dutch didn’t return that fire. In any event, the last entry on page 385 August 15th shows, not that the Dutch left willingly but that they were probably forced away by the weather: “The Dutch fleet have left Scilly, and carried away 200 sheep, 20 head of cattle and some conies; believes they are blown into the channel by the storm.”

Both sides had got off lightly. Apart from the minor damage inflicted, the Dutch had probably suffered a few injured men too; and with damaged pride, they made off with some local livestock as compensation. Taking your opponents livestock in War to feed your own troops is standard military behaviour. This seems to be the only encounter between Scilly and Holland during the world’s longest ever War. - Notwithstanding the loss of sheep and cattle etc., honours appear to have ended fairly even, and shots were indeed exchanged; as indeed they had been all along the south coast. After it was over, the local forces at Scilly felt full of confidence as the same letter from Thomas Holden above also stated: “The Governor and soldiers express much cheerfulness and courage to defend the place, if any further attempt is made.” By saying a ‘further attempt’ they clearly believed the Dutch indeed had the intention to take Scilly on this first occasion.

Coincidentally, and as a matter of interest, the authors found a single 17th c. Dutch cannon on the sandy sea bed off the western end of Woodcocks Ledge in position- N49-55-050: W006-19-849. It is possible that this weapon is off one of the two Dutch vessels damaged by the gunners of Star Castle?


“Proceedings upon the petition of Thomas Neale, esq. “Shows that the late King, granted to him and his assignes, all wrecks that had been, or should happen, and be by him taken up, in seven years from the date of his grant, on the English coast, from the North Foreland to the westward of the Lizard, including Scilly and the rocks, adjoining, reserving to the Crown one-fifth of the whole that should be so got, clear of all charge, and also one-fifth part more of what should be got, in and about the Scilly Islands, to Lord Godolphin. One Philip Ford [who also appears to have had a grant of the said wrecks], and his assignes have ever since tried, at very great charge, to raise the said wrecks, but with so little success, that the parties concerned had often some thoughts to leave it off; and yet the petitioner in spite of ill luck ‘still in hopes of success, “lately bought one-half of Ford’s grant for 100l., and resolves the next summer to try for some treasure again.”
A few reports, prepared by IMAG, involving vessels with some very interesting and significant historical stories.

**Squirrill [c.9/1585]**

The following is the second loss on the voyage home from an attempt to find the North West Passage to Cathay. Just as they were leaving the coast of Nova Scotia, the ship Delight was cast away at Sable Island where Knight, Sir Humphrey Gilbert, here sometimes called: ‘the Generall’, was saved only to be lost in the second disaster; which must have occurred somewhere just southwest of Scilly. The Original Fleet: 1 - The ‘Delight’, 120 tons: in which went ‘the Generall’, and Captain. William Winter. 2 - The ‘Raleigh’ of 200 tons: Sir Walter Raleigh & Captain M. Butler. 3 - The ‘Golden Hinde’, 40 tons: Captain Edward Hayes. 4 - The ‘Swallow’, 40 tons: Captain Maurice Browne. 5 - The ‘Squirrill’, 10 tons: Captain William Andrewes.

Ref. Principal Navigations, Voyages, Traffiques and Discoveries of the English Nation, by Richard Hakluyt 1585.

“I will hasten to the end of this tragedie, which must be knit vp in the person of our Generall. Wilfulness in the Generall. And as it was Gods ordinance upon him, even so the vehement perswasion and intreatie of his friends could nothing availe, to diuert him from a wilfull resolution of going through in his Frigat, which was ouercharged upon their deckes, with fights, nettings, and small artillerie, too cumber some for so small a boate, that was to passe through the Ocean sea at that season of the yere, when by course we might expect much storme of foule weather, whereof indeed we had enough.../...By that time we had brought the Islands of Acores South of vs, yet wee then keeping much to the North, untill we had got into the height and elevation of England: we met with very foule weather, and terrible seas, breaking short and high Pyramid wise. The reason whereof seemed to proceede either of hilly grounds high and low within the sea, (as we see hilles and dales vpon the land) vpon which the seas doe mount and fall..../...The same Monday night, about twelue of the clocke, or not long after, the Frigat being ahead of vs in the Golden Hinde, suddenly her lights were out, whereof as it were in a moment, we lost the sight, and withall our watch cryed, the Generall was cast away, which was so true. For in that moment, the Frigat was devoured and swallowed vp of the Sea. Yet still we looked out all that night, and euer after, untill wee arrived upon the coast of England: Omitting no small saile at sea, vnto which we gaue not the tokens betweene vs, agreed vpon, to haue perfect knowledge of each other, if we should at any time be separated. In great torment of weather, and perill of drowning, it pleased God to send safe home the Golden Hinde, which arrived in Falmouth, the 22 day of September, being Sunday...”

The original records of the voyage later go on to state that Sir Humphrey Gilbert had:

“died in home waters.”

Some internet sites state the Squirrill was lost southwest of Scilly and others - the Azores (which must be incorrect). Going by the phrases within the text- ‘vntill we had got into the height and elevation of England’ - &- ‘he died in home waters’ it certainly seems the Squirrill was not lost at the Azores but sank nearer to Scilly just before the Golden Hinde made for Falmouth.

**Royal Oak(e) [18/1/1665]**

A Narrative in the Bodleian Library.

Also a chart in the Greenwich Maritime Museum by Simon Bayly c.1680. The frontispiece of this publication, which also includes, the Shaftesbury (1678), the Phoenix (1680), and the Golden Lyon (1681).

“The Manner in which ye ship Royall Oake, Mr Robt’ Locke commander, from ye east indies was cast away upon ye awesome rocks of Scilly, called Ye Bishop and Clerks.

Mr Daniels report of ye loss of ye Royall Oake in her returne from ye east indies.

After setting sail from Bantam in ye ship Royall Oake bound for England, wee were attended with faire winds and pleasant weather, insomuch that wee dubled ye Cape of africa and came in seven weeks and odd days of short passage to ye Island of St. Hellena.
Here we refreshed ourselves, gott on board fresh water and wayed anchor. From thence found all our men in perfect health that were aboard, News from St. Hellena of wind and weather still favoured us soe much that we crossed the equinortiall and also gott all through night of 17 degrees North Latitude without any assailable wind, but only on SSE and SE winds now being advanced as afore. So into ye height of 17 degrees North Latitude. These we met with ye wind Westerly contrarie to our expectations. Yet as formally wee had made Ye best use of faire winds, soo wee did of this unexpected wind and forced to contened with as best wee could. Wee were gott into ye Latitutde of (-?) North Lat and by judgment 40 leagues to eastward of ye Island of St. Maries. Now here the element fairied very much different for ye lighted and thundered with much raine. And often finde terrible gusts of winde. Here for some days wee had ye winde variable and furious that wee gained little, the most winds were easterly and carried us into 17 North latitude. And by our reconing west from ye meridian of ye Lizard Cornwall. The wind came easterly with ye very terrible weather that wee were for(-?) dry and still, yet first of this easterly winde was about ye(-?) and continued soo faire that we could not hold oure own but were forced more westerly, faire weather presenting wee plyed it. Ye winde sometimes northerly and sometimes southerly, yet at last with much tumoule wee were gott into ye latitude of 19 40 degrees by (crossed out here) and by our judgment west of ye meridian of Ye Lizard point. Here wee sounded and gott ground-fine sand ye depth uniform. By reason of much wind and great sea our first striking ground was on ye 14th January. That night wee had a faire(-?) ye wind easterly which continued(-?) that 17(-?) this 17 att noone by fine of our that(-?) made 49 53. At 49 40 ye winde being then att WSW wee sailed ESE. When wee had gained by log: 30 miles E by S 40 miles which course (-?)(-?)(-?) that last(-?)made us judge ourselves in ye latt of 49 35 North wee diverted our course E, ye winde as afore so. Att WSW soe much winde as forced us to(-?) In ye morning before dayligh wee found ourselves inwirned with rocks and beaches which terrible sight made us bestirred ourselves, some in ye topps to see if there were any passage through, but could find none. Yet cast our best bower anchor after cutting our mast away, but all would not prevail, Ye winde being soe violent cast our ship between two rocks where she in ½ of an hour split all in pieces. Some of us miraculously gott upon ye rocks, ye(-?)we found ourselves on a low rocke that could not preserve us from being washed away at high water. Soe wee ventured upon pieces of our ship and gott from ye rocke we first landed into a higher rocke that preserves bee god did nott overlow, but sheltered us from ye raging waves. Here wee sadly beheld one another, most of us sorely cutt and wounded with ye sharpness of ye rockes, nott having meat? drinke or cloth to confort us and many of us in a manner naked. (-?)yet better able to(-?)wee continued in this sad and lamentable condition from ye 18th night mourning til ye 20th in ye morning, in which time some of our pepper and severall pieces of our ship drove one shore to scilly, which signified to ye inhabitanter’s news that some ship was cast away about these islands. Soe they looked out and descried our waste upon ye rocke where wee were preserved. Upon sight thereof(-?) the(-?) Edward Roseariecke then cheef in Scilly hastended boats to us(-?) came and tooke us in and landed us at St. Maries. On ye next day about noone soo that wee were about 52 hours upon ye shore on ye rockes where wee endured soo much cold that all our legs and hands were soo swollen that wee could but few of us stand. This is the true relation of our sad passage."

Because the above narrative states the Bishop and Clerkes in its opening title, it has always been supposed that the Royal Oake was lost somewhere near Bishop Rock. However, that topographic scene does not fit with the narrative above. Further to this, there is an old chart from circa 1680, by one Simon Bayly, which is currently held in the Greenwich Maritime Museum, which shows the rough positions of three lost east Indiamen; and one of these is the wreck of the Royal Oake. This is shown upon the chart by the words ‘Cap Locke Lost’. This phrase can only be referring to Captain Locke, commander of the Royal Oake. The position this is written is very close to Pednathise Head. Furthermore, there is indeed an as yet unidentified shipwreck of the correct date lying between the rocks of Pednathise Head and the Daisy (north side). I believe this wreck is the Royal Oake. This wreck was found by diver Chippy (Noall) Pierce sometime in the 1970’s. It is easy to see that the wreck in this position must have come in on an easterly heading and clearly lies very close to Pednathise Head.

The former fits the narrative above, the latter, the Simon Bayly chart mentioned earlier. There are rocks either side of this wreck, a small one just to the North that becomes awash at high tide, and the Daisy which is dry at all states of the tide. Again, this fits well with the narrative. The narrative also states the loss as being at ‘the Bishop and Clerkes’ Pednathise Head and the Daisy form part of this.
Hudson Bay Company Archives.
Founded in 1670 by King Charles II, The Hudson's Bay Company (HBC) played a major role in the building of Canada as a nation. The HBC completed its first same-year return voyage from and to Hudson Bay in 1676. The ship Shaftesbury, to London with a cargo of beaver pelts, under Captain Joseph Thompson, was the first ship to complete the round trip to and from James Bay, doing it in just six months; May to November. Credit, in the form of a Medal and chain of Gold was duly bestowed upon Captain Thompson for his efforts and in return he handed over his journal of the voyage. Captain Joseph Thompson entered the service of the Hudson's Bay Company on 12/3/1674 and was engaged as first mate at £5 per month. He was then chief mate in a ship called Prince Rupert in 1676, before being employed as Captain of the Shaftesbury just two months later. He then served for two years in the Shaftesbury completing two successful voyages - the first of which he produced his detailed journal of his then, record breaking voyage. Thompson's journal served as a valuable aid for all future HBC Captains making this same round trip from then on.

Before the famous voyage, the history of the ship was quite unremarkable too. The Navy Records Society archives simply state that: “the ship Messenger, a Dogger, was taken from the Dutch in 1672 and that she was refitted out from Dogger to a Pink, and having her name changed to the Shaftesbury. (Named after the Earl of Shaftesbury the then deputy Governor of the HBC) Her measurements were: Length of Keel 45ft; Breadth by beam 17 1/2ft; Depth in hold 8 1/2ft; Draught 9 1/2ft; Burden 73 tons; Guns 4 in peace; 4 abroad in War; 6 at home in War. She was lent to the Hudson’s Bay Company 17th May 1672. In a fateful twist of irony, the Shaftesbury was lost at Scilly on 5th December 1678 just two years after her record breaking voyage. There were 20 crew and 16 passengers on board at the time. Captain Thompson lost his ship at Scilly using navigational information he himself had gathered previously in his own journal aboard this same vessel. Strangely enough, Thompson’s Journal went unrecognized for the short period while it was being put to the test, as it was recorded that: For the loss of the Shaftesbury Captain Thompson had to hand over his £50 stock in part satisfaction to the company on his bond” (an agreement made before setting sail to bring the ship and cargo back safely. The bond was for £1000) It is not known if his stock was reimbursed to him once the usefulness of the journal was proven. However, the significance of Thompson's journal, as an aid to navigation of the period, was indeed eventually realized and was entrusted to Prince Rupert, the first Governor of the Hudson's Bay Company. Rupert reproduced it for the use of others and placed the original in his own library.

The first two correspondences presented below, were sent from the Hudson’s Bay Company to a Mr. Ekins at Scilly; who was clearly performing salvage work over the wreck of the Shaftesbury. Mr. Ekins was the then Steward at Scilly who not only built the day mark on St. Martins Island, but is also said to have introduced the kelp burning industry to the islands. He was behind the building of the St. Agnes lighthouse; after a request in 1680 by the English East India Company to build it. The third reference is part of a report on the situation with Mr. Ekins by the Hudson’s Bay Company Committee. The last narrative in the sequence below was found in the London Gazette.

“Scilly. Mr. Ekins. Sir. Yours of the 22nd October (1679).
We have received & note you have recovered (whatever?) guns you could, belonging to the wrack’t Shaftesbury. We desire you please next to advise their number and their weight, which last you may finde on their breeches, and also your account of their charges, whereof we shall take due care and order you which way you shall send those guns you have in your custody resting. Your Lov. Frds. the Committee for the Hudson’s Bay Company.”

“Scilly. Mr. Thomas Ekins. Feb 11 1679.
(Sent to St. Michaels Mount & forwarded on to Scilly)
Some months since you wrote to Aldr. Bence. a letter which signified your care or the interest of the Hudson’s Bay Company in taking up foure guns of the Shaftesbury which was wrecked off Scilly, where unto we (who are members of the committee for managment of the affairs of the company) returned you an answer & desired you to give us an account of what charge you had beene at in taking up the said guns, but we have heard nothinge from you since then; as we are enformed you have beeene for several dayes together in this town of which wee had no notice till you were gon. Wee therefore give you the trouble of this letter to repeat our desire to you to give us a speedy account, of the charge you have beeene at & wee shall give you our directions how to send the guns hither & take care of your satisfaction as it becomes. Alder Bence hath sold his stock in the Company & therefore you see not his name here upon this occasion.”

231
“Friday 11th. June 1680.
Mr. Ekins of the Scilly Islands appeared at the committee and gave us an account of the foure great guns taken up by him upon the wrack of the Shaftesbury, and informs that the charge he was at in the weyer and saving of the guns amounted to foure pounds two shillings; and as for the gratuity for his owne paines, he leaves it to the committee. We order that Mr. Ekins doe send up the guns by the first opportunity and the Company will pay. Together with much personal trouble in the Company’s behalf, he is rewarded 5’s for his paine.”

“Falmouth, Dec. 30 1678.
Yesterday came in here about 50 sail of Merchant Ships from Scilly, where they lay some time wind-bound... They also tell us, that on the 5th instant there was cast away the Shaftesbury of London, Joseph Thomson Master, homeward bound from the North-West passage, having a good quantity of Beaver on board, which was lost, together with the goods, but the Men saved.”

Whilst the “foure great guns from the wrack’t Shaftesbury” are recorded by the Company as being sent back and placed in another ship, it is not yet known whether the crew saved themselves from this wreck or if they were actually saved by the locals. Given that Mr. Ekins went out and salvaged this, and other wrecks, including the Phoenix and is recorded as saving that ship’s crew, it is highly likely that he was savior and salver in this instance too.

The story of this ship, wrecked here in Scilly, is a significancy part of the early history of the building of Canada as a nation, it may also have uncovered one of the earliest Scillonian wreck salvors thus far recorded operating in these islands. Prior to these references the earliest historic salvage diving appears to have taken place around the Crebinnicks, near Silver Carn. Here in February 1686, the Dutch East Indiaman, Princess Maria came to grief.

Note: Hudson Bay, Canada.

c. 1670 both the English (Hudson Bay Company) and the French (Compagnie du Nord) sought to dominate trade from the Hudson Bay area of Canada. Both company’s also wanted the support of their respective Crown’s but at this period neither English or the French desired conflict. To increase its business, the Hudson Bay Company established permanent trading posts like James Bay, luckily for the logistics of the operation, the English were not at war with the Dutch. These were extremely remote, and cut off for many months at a time, the only period that the area was free of ice was late May to early November. In managing to complete his ‘same year’ turn around voyage, Captain Thompson had to repair and victual his ship in the English winter, spent twelve weeks on the outward trip, arrived at James Bay in late May, stow the cargo to be out by November and spend at least six weeks on the return voyage. Quite a feat.

References;
3 - Hudson Bay Record Society, 1948.
6 - London Gazette, 1679.
7 - English Heritage.
Phoenix [11/1/1680]

This is another of those early shipwrecks about which very little is known. The Phoenix, Captain Wildy, was recorded as a 30 gun, 450-ton, merchantman returning from Bantam with pepper and cloth lost among the western rocks on the 11/1/1680. A rumour of there being uncut diamonds aboard also exists but we have been unable to confirm this. It appears from East India Company records that most, if not all, of a crew of 90 were saved from the wreck. Some of the cargo was also saved as one Thomas Abney is recorded as paying £202 8s 1d at a salvage sale on Scilly. Some believe that this wreck now lies next to the Menglow Rock in Smith Sound close to St. Agnes Island; others merely state that she was lost to the western rocks. We have not yet seen any evidence that states either of these as being correct. Further to this, there is a reference to the position of this wreck on the circa 1680 chart by Simon Bayly held in the Greenwich Maritime Museum. The Simon Bayly chart, which is contemporary with this wreck, places the incident near to the Maiden Bower. Simon Bayly produced his chart within months of the Phoenix being lost. Not only that, but Bayly helped local steward, Thomas Ekins, construct the lighthouse on St. Agnes Island and this structure was built from the proceeds of salvage work done on the Phoenix by Thomas Ekins. Ekins is recorded by the East India Company as having been instrumental in helping the crew off the Phoenix and from that same wreck being paid: “for his care & pains in assisting ye Salvage of ye Companies goods” Moreover, the Trinity Brethren were shareholders of the Phoenix so her loss was strongly felt by the Trinity House Corporation. Ekins had saved Wildy and his men from the wreck, the Corporation later turned to Captain Wildy and asked him: “What conveniences was to be had on the island for erecting a lighthouse” Wildy recommended it to go ahead and that Thomas Ekins was the man for the job. In turn, Ekins went to Simon Bayly to design the structure. Captain Wildy, Thomas Ekins & Simon Bayly- were three men closely associated with each other and all of whom must have been clearly aware of the exact last resting place of the Phoenix. There is indeed an old wreck, among the Nor’ard rocks of Scilly, near the Maiden Bower, that was found by local diver Peter Carrs; and is a good candidate for what remains of the Phoenix. This wreckage is spread from just south east of Farmers rock, where there are guns and an anchor-across the garden of Maiden Bower to where more guns can be found on the south western side of the Maiden Bower itself.

Golden Lion (or Lyon) [14/11/1681] – A Tale.

According to IOSM, the first St. Agnes Lighthouse keeper was “found guilty of negligence” and therefore to blame for the disaster that befell the ship Golden Lyon. However, a closer look into this incident proves a very different story occurred. As the two incidents are so closely linked we have presented them here as one shipwreck tale.

The St. Agnes lighthouse, erected by May 1680 as a direct result of the wreck of the Phoenix the preceding January, and was done so under a proviso that no locals were to be employed as its keeper. This was requested as a result of previous experience of the English East India Company when dealing with the Scillonians after the salvage of the Phoenix, when they were forced to get the Admiralty Court involved, after salvaged goods from the wreck were: “imbezzled or conveyed away by ye Inhabitants of ye Island.” On learning of the construction of the lighthouse, the English East India Company felt compelled to write to the Trinity Brethren of their concerns, insisting that the new lighthouse: “be managed by the Society and not by any particular persons permitted or suffered to be employed on the place to look after the keeping of ye said light, that may have advantage or benefit by any goods or ships wreck’d or cast away.” As a result of such natural concerns, a mainlander, Mr. Samuel Hockin, was recommended to relocate to Scilly and take up the post on St. Agnes on an initial 3-year contract. This came with extensions so long as the man performed well enough in the job. Trinity wrote of Hockin that he was, “a very able and fitting man to keepe the light at Scilly.” Hockin took up his new post and on the 30th October, the lighthouse fire was lit for the very first time. Over the following months, Hockin continually complained to the Trinity Brethren of the poor quality of the coal he was given to use; and that he wasn’t happy with the brightness of the lantern as a result.

On the 14/11/1680 a Virginia trade ship, called the Golden Lyon, came in sight of Scilly. Its master, Captain Rich, was sleeping below in his cabin with his First Mate, Ralph Bromwell, in command up on deck. (One Trinity document states that the Golden Lyon struck Annet Island but as will be shown below, she now most likely lies by the Menglow on the west side of St. Agnes.)

233
Later, after the wreck, Bromwell stated that the light was barely discernible when the ship was 2 miles away from Scilly but became brighter when he fired off his guns in distress. He was basically blaming the lighthouse for the disaster. Thankfully, all the men were saved along with a greater part of the cargo and parts of the ship. Samuel Hockin joined with the locals and took part in this salvage. Whether for his own gain, or for some legitimate reason, Hockin took items from the wreck and concealed them in the coal store of the lighthouse. A Mr. Veagleman later wrote to Hockin on behalf of Bromwell accusing Hockin: “that you took of the Seamens Cloths & Goods of the Ship as Soap & Serge & hid them in the Coals denying them until they were found by an Officer upon a search.”

Hockin then fully admitted his involvement in this regard. As a consequence of this, and the testimony of First Mate Ralph Bromwell about the failure of the lighthouse under the direct control of Hockin, the keeper was then accused of deliberately luring the Golden Lyon in to her final demise at Scilly. Hockin was questioned upon this charge by the Trinity Brethren, whereby he again admitted to taking an active part in the salvage but for legitimate reasons. Nevertheless, this and the charge regarding the dimness of the light at the time of the wreck appeared to be quite damning for Hockin. However, at the actual hearing, the records show that just prior to the wreck of the Golden Lyon, numerous masters had commended Trinity House on the usefulness and state of the light on the day in question. One of those who gave evidence was John Percy, Captain of a ship called the Elizabeth, who stated that he was around the islands at the time of the wreck and that he: “saw the Light on Scilly on Saturday night last gone, six or seven leagues off at Sea and does believe it is the most useful Light yet Erected and under God would be a means to save many lives.”

This was not a useful testimony for Bromwell. Another witness also added a little weight to the defense, also showing the disaster may not have been caused deliberately by Hockin. A Thomas Freeland stated that he often saw the light and that: “sometimes the light burnt clear and sometimes dull.”

He also said that crewmen from a Dutch ship, also lost at Scilly, reported “seeing the light sent their men aloft who descried the rocks and ver’d off to the southward, where the ship was then lost. The men saved say that if it had not been for the light they had all been lost.”

Trinity warned Hockin that: “all these matters will be thoroughly sifted. The designe of your placing in the Lighthouse being not to pillage but to Relieve & help the poor distressed Mariner. Your Letters now received do not Satisfie the Masters for the hiding & denying of the goods, will make against you.”

Due to the above testimonies and his earlier correspondences with the Trinity Brethren throughout the previous year, regarding the coal and brightness of the light, Hockin was eventually found ‘not guilty’ of deliberately causing the wreck of the Golden Lyon. He was, however, criticized for taking part in the subsequent salvage of it, as after the hearing Hockin was warned to be: “very carefull to performe your Duty and take heed of Receiving any Wreck’t Goods, East India Goods, or other Goods whatsoever least you runn your self into a primunires.” (sic)

Although the wrecked goods were indeed supposedly stolen and initially denied by Hockin to be in his possession: “he delivered them to the Captaine M’chant & others concerned, who gratified him for his Paines.”

This gratuity also absolved Hockin of any blame or wrong doing.

Fortunately, Hockin, retained his post as lighthouse keeper until his replacement in 1684, however, Ralph Bromwell, the First Mate then in command of the wrecked ship, Golden Lyon, then came under fire. For although his testimony of the dimmed light may well have been true, the fact that he managed to get his ship all the way to Annet Island, after seeing the light at a distance of two miles off on what seemed quite a clear day, this threw his account of the disaster into doubt. It seems that the inquiry believed he was merely looking for an excuse for the loss of the ship, but inadvertently got Hockin into hot water by using the situation surrounding the Lighthouse Keeper to his own ends, i.e. Hockin taking and hiding goods from the wreck, added weight to the First Mate’s story.

Bad navigation/seamanship seems to have been the cause of this wreck and not the “negligence” of Lighthouse keeper Hockin.

The site of this wreck is indicated on an old chart by Simon Bayly held in the National Maritime Museum. The chart shows the Golden Lyon to be on the west coast of St. Agnes Island, and, ironically, shown just under the lighthouse itself. Indeed, a very old cannon site lies on that side of the island; close on the eastern side of Menglow rock. These remains stretch from three guns on the east side of Menglow rock itself while others are scattered over to the St. Agnes shore line; and are even found under the steel wreckage of the Earl of Lonsdale which also lies thereabouts. This cannon site must be the wreck that the Bayly chart is eluding too. This chart also throws into confusion the wreck of the fire ship, Firebrand, lost in 1707, which also lies close thereabouts, as some of that wreckage could also be part of the Golden Lion; the two wrecks possibly even contaminating each other. Both wrecks are English and are of a similar date which would naturally confuse the archaeology found in the area thus far. The supposed Firebrand site, found in 25 metres of water just south of Menglow Rock, was discovered by Roland Morris.
What is interesting about the find that Morris made, is that on the early site plan he produced of the wreck, there were originally shown to be 9 large anchors on the site; with large anchors shown at both ends of that site. This fact with the guns all being in between seems odd! All these large anchors could not possibly have all been off this one small fire ship. Today only five anchors still exist on the Firebrand site, so Morris must have removed all the others. The anchors that are now no longer present were shown by Morris as being on the northern end of his wreck site; leading one to conjecture that these were originally from the Golden Lion and arrived on the sea bed first in 1680; the Firebrand arriving very close by 27 years later in 1707. Why Morris removed these anchors is not a mystery, he was a salvage man who was often known and well recorded for raising guns and anchors from all the wrecks that he found. This could explain why the only guns have been found on the other site just east of the Menglow as only one broken anchor shaft in evidence. There is a letter in the Trinity House archives that states that this wreck was lost closer to Annet. However, shipwrecks that occur very close to an inhabited shore live longer in the local memory than those lost out to sea and as the Simon Bayly chart was produced within months of the wrecking of the Golden Lion occurring, so this points towards the chart being correct and the Trinity letter possibly being wrong.

See Bibliography - ‘Neglectful or Worse’ by C. Pearce.

Princess (Prinses) Maria 1686.

Calendar of State Papers Domestic James II. 1686-7 Vol. 2.
3rd October 1686.
The King to the Admirals, Vice Admirals, Commanders, etc. “Whereas we have received information that on or about the month of February last a certain Dutch ship belonging to the East India Company of Holland was by the violence of weather cast away upon Scilly in her course from Amsterdam to Batavia in the East Indies; and whereas application has been made by the Ambassador of the States General for our permission to the proprietors of the said ship to fish for, take up and retain for their own profit and benefit all that remains of the ship under water as well as the large furniture and apparel, you are to suffer such persons as shall be employed by the proprietors to fish for and carry home whatever they shall recover of the ship, her cannon, tackle or anything else belonging to her without any let or hindrance, our rights to such things as perquisites of our High Court of Admiralty notwithstanding; affording them all reasonable and friendly assistance”.

“Warrant by treasurer Rochester to Captain Thomas Cole, Commander of the Kings yacht Isabella, to deliver to Charles Duncomb, esq., the 13,376 pieces of eight shipped (by order from the King dated april last) in 15 bags on board said Yacht by Thomas Ekins and Peter Rattenbury, of the Scilly Islands, for delivery to Sidney, Lord Godolphin.” & Prefixing: (a) “bill of lading signed by said Capt. Tho. coall (Cole) in the presence of William Packe, Tho. Childe and James Michell. (b) Letter dated Monday night from said Lord Godolphin to Mr. Cha.Godolphin, enclosing papers [said bill of lading] and desiring the Lord Treasurer’s instructions to said Capt. for the delivery of said money” & in Vol. 8.

“Privy seal for 1,524l. 19s. 10½d. to Charles Godolphin, esq., as royal bounty without account, to be paid out of the money that is or shall be in the Exchequer arisen by a wreck of certain pieces of Eight on the coast of the Islands of Scilly, co. Cornwall” (Royal warrant dated Dec. 21 for said privy seal. Money warrant dated Dec. 23 hereon. Money order dated Dec. 23 hereon.)

To explain the above narratives: - The Princess Maria was the biggest vessel ever built by the Dutch East India Company to that date, and she shipped the largest cargo of bullion ever carried of her period. The ship was lost on Silver Carn among the western rocks and over 400 people lost their lives in the disaster. Being in the shallows with her upper parts exposed at low tide, pillagers could easily board the wreck and carry away what they could. The biggest pillager by far being King James II, who sent his royal yacht, the Isobella, for the purpose. The Isobella carried away the above mentioned 15 bags of silver pieces of eight.

The Princess Maria was named after the King James’s Protestant daughter Mary, and it became an international scandal that he sent his private yacht, Isobella, named after his favourite Catholic daughter, to plunder the wreck of its vast treasure. As a result, the Dutch were up in arms that the English King could behave in such an abominable manner, and this forced James to seek the advice of his best Lawyers over the matter. At the time every effort had been made to hide any knowledge the English king had of the wreck.
The name of the ship never appeared in shipwreck lists and was not allowed mentioned in any contemporary literature. Information of the shipwreck today is scarce, and this is due to the fact that when William of Orange came to England, anyone who had any kind of correspondence with King James, burned it in order to keep out of trouble.

To add to King James’ catalogue of possible crimes, the law at the time stated that: if any survivors, even a dog, were found aboard a wrecked ship, the vessel and its cargo could not be claimed by any potential salvors like King James. Whereas, if a wreck was devoid of life, James, or anyone else for that matter, could legally claim salvage. Oddly, a report of there being two survivors from the wreck was said to have mysteriously disappeared, as the survivors were believed to have been done away with. Mere rumour? It would be hard to prove this story today.

The anchors of the Prices Maria currently lay beneath parts of the wreck of the Thames, a steamer that was lost close by in 1841. The rudder of the Prices Maria, her hull timbers and a few guns are also still present on the seabed. Ships of this period carried large quantities of mercury and this still contaminates the seabed beneath the sand around the site today. The treasure and the mercury are probably what gave rise to the name, ‘Silver Carn’ where this ship was lost.

Wreck of the Lion [2/1776]

The tale of two Captains escaping a shipwreck at Scilly

Of the wounded men of the 59th Regiment returning home from the battles of Lexington; Concord and Bunker Hill was one Captain Pawlett. Pawlett had two tours of active duty in America; extinguishing himself well during both. It was noted that Pawlett: ‘served with great reputation, on many occasions with great gallantry and address’ he even gained the notice of King George III. However, the Captains army career ended rather ignominiously. One day, after a very disturbed night in Boston, while trying to ignore the thunder of constant fire emanating from both sides, Pawlett sat down to breakfast. As he did so, his leg was completely blown off by Cannon fire. An eighteen-pound shot entered the building traversed across the room at low level to make an invalid of Pawlett while sat at the table. In the Diary of Captain Barker, under date 23/9/1775, he states: “Captain Pawlett of the 59th Regt. Had his leg shot off as he was sitting down to breakfast at Boston Lines” A Timothy Newel also wrote of the same incident after seeing the army ‘taking down houses at Boston neck, at the south end of town, in order to build a new line of works’, (trenches/barricades) - “a good deal of cannonading on both sides of the lines for many days past. Several shots came through houses at the south. Captain Pawlett lost his leg.”

Of all the regiments involved in the bitter fighting with the American rebels, the British 59th Regiment were amongst the hardest hit; suffering heavy casualties; especially at the battle of Bunker Hill. As a consequence, General Howes orders were issued by army Head Quarters in Boston on 2nd December 1775: “The invalids of the different regiments are to go to England, to embark on board the Lion transport; they will be attended on the passage by a surgeon of the 59th Regiment, and are to be subsisted by their respective corps to the 24th December. Lieut. Col. Hamilton to appoint non-commissioned officers, of the 59th Regiment, to take charge of them to London.” The ship itself was to be under the command of 31-year-old Richard Boyman Esq. a Captain of the Port of London. Boyman was also present at the battle of Bunker Hill, as a volunteer. Boyman, while under heavy enemy fire had ‘steered his own Pinnace (The Brilliant) to the shore, having in tow a long boat laden with troops’ He then brought the wounded back to Boston where he was given Command of the Lion, transport, to return the wounded back to England. A Captain Herbert was then placed in command of the wounded while they were aboard the Lion for the voyage home. The only list of those to be placed aboard the various transports was of the officers only, no names of the regular troops on board any ship was recorded. However, being the rank of Captain, William Pawlett, was therefore placed on the list and he is recorded as being on board the Lion transport with Boyman. Howes Orders for Herbert and the regiments transportation continues: “The Lion transport will be ordered to London, and upon their arrival there, the officers commanding (Herbert) will send in return to the Secretary of War, (2nd Viscount William Barrington) specifying the time the invalids are subsisted to, and the number of days they have been victualled on board ship after the 24th December. If the ship puts into any other port by stress of weather, he will take that opportunity of reporting his arrival to the Secretary of War.”
Howe was clearly thinking forward but not expecting a disaster to befall the transport ship, Lion, on her way home to England. Ironically, Howe originally ordered the Lion to sail for London on the 5th December but detained the voyage until the 16th. If he had let the ships go on that earlier date, then the Lion may never have ended up being wrecked at Scilly at all.

On the 10th December it was recorded that the women and children of the wounded, and also the recruiting parties, were also to be dispersed among the 6 transports in the small fleet. The ‘Lion’ and these 5 other ships were to be accompanied home to London by the Frigate Tartar of 40 guns (The recruiting parties were returning to gather more men for the War.)

The 7 ships sailed on the 16th December. Below decks of the Lion were crowded with wounded soldiers; some severely like the now one legged hero Captain Pawlett. The men needed desperate care and attention, and although the surgeon aboard would have no doubt done his best for them all, conditions aboard the transport would have been little better than horrendous. They would have been fairly tightly packed in together inside the small damp ship. Damp was not the word as one record below states that: ‘the sea poured in upon us shockingly.’ There were no toilets aboard an 18th century transport; there was very basic food and not the cleanest of drinking water either. Some men would have been in terrible pain and discomfort from their wounds. This was made far worse by a very rough passage back across the Atlantic Ocean in midwinter; they being stuck in a ship being tossed about on huge waves for 3 weeks. Such conditions were clearly not a good recipe for the recovery of wounded soldiers. Even the likes of Captain Pawlett would be very lucky to make it home alive. Some men did indeed die during the 21-day crossing. A dispatch by Captain Herbert was recorded, giving us a little insight into the voyage and showing that the inevitable losses among the passengers had indeed occurred aboard the Lion. The letter was written just before the ship was wrecked at Scilly: “the transport Lion, homeward bound with British wounded, struck foul weather. An officer aboard (Herbert) wrote - “the invalids growing very sickly, ten of them died on the passage, and I do imagine that some of them would have shared the same fate, had we not been so lucky as to get in here. Scilly Islands.”” Their nightmare voyage was not over yet and was in fact about to get a whole lot worse. After a terrible journey across the Atlantic, the Lion had parted from the small fleet and Boyman made his way to Scilly. Here, day after day went by as she lay at anchor during continual bad weather. The Northampton Mercury reported on the situation: ‘The Lion, transport, Boyman, for England, by stress of weather was obliged to put into the Scilly Islands’. Here at Scilly she sat at anchor for a full three weeks waiting for a lull in the stormy weather. When it came the respite was very short lived; giving them all false hopes of a getaway. Boyman tried to set sail at this time but it was not to be. The weather was very soon to worsen again and he put back to anchor again. It blew a perfect hurricane Taking information from a letter written by a soldier on board the ship Lion to his wife, we see how his firsthand account describes the drama of what happened next:

“Derby Mercury Friday 23/2/1776:

“We have been favoured with the following extract from a letter from a soldier in the 59th regiment, to his wife in Derby, dated, St. Mary’s Isles of Scilly Feb. 9, 1776.

“In September last, orders arrived for our regiment, (which was then in Boston) to be drafted, and the officers, & co. to return to England to recruit; but Gen Howe detained us till the 16th of December, as he expected Boston would be formed by the provincials. We have, consequently, had a winters passage and were accompanied by 5 other transports and the Tartar frigate, in which were recruiting parties from every shore in Boston, and about 100 invalids or wounded men. On Christmas eve, by stress of weather, we parted company. It was a very great storm, and the sea poured in upon us shockingly. However, we made the island of Scilly in about 21 days from Boston, when after staying a short time to refresh ourselves, repair the rigging, & co. we were on the point of departing for the English coast, (being all on board on the 3rd February) a storm arose, and that night we carried away our large anchor, which weighed 20cwt. But having a new cable to our small one, we rode it out, tho’, it blew a perfect hurricane. On the 4th we strove to weigh anchor again, but the wind freshened, which prevented our putting to sea that night. About two o’clock in the morning of the 5th, our last anchor gave way. It now happened; our sailors did all they could to save the ship, (which was a fine vessel and named ‘the Lion’) but to no purpose, she was quite ungovernable, having no time to use the proper sails to work her. I had now dressed myself and was making for the quarter deck, where I met some undrest, and others with half their cloathes on, crying and wringing their hands most bitterly. By this time our ship was standing in for a dreadful rock about 15 yards in height, but suddenly struck upon a hidden one, about 50 yards from the above, which turned her half round. Thus did providence, by this unseen rock, save our lives, as the general opinion was we had not half a minute to live. We got out our boats, but they were soon dashed against the rock and broke to pieces; yet thank god we all got safe on shore. We have sent an express to Lord Barrington, to acquaint him with our situation, but expect it will be April before we arrive in England.”

The exact position of this disaster is north side of Taylors Island as described by J. C. Tonkin, his book, Guide to the Isles of Scilly written in 1887.
In describing Taylors Island, on page 23, Tonkin wrote thus: ‘On the north side, in 1777, a transport ship with wounded soldiers from Boston, was driven from the roadstead where she was lying at anchor. The ship became a total wreck, but no lives were lost.’ The fates of Captain Pawlett and of Boyman were also recorded but in other publications closer in date to the actual event.

All the men wrecked in the Lion were transferred to St. Mary’s and later taken on to another ship. Their arrival in London is reported in the Hampshire Chronicle in 3/1776:

“The John, Transport, Capt. Hunter, from Scilly, is arrived here with the troops that were wrecked in the Lion Transport.” Pawlett was reported as arriving in London by the Northampton Mercury on 4/3/1776: ‘On Sunday evening arrived in town, from Boston, Captain Pawlett, of the 59th Regiment, who lost one of his legs at the Boston lines by an eighteen pounder’ The report goes on to try to dispel the story of him having been injured whilst sitting down to breakfast. It states that his injury occurred: ‘when Commanding a working party of 100 men, and not as he sat down to breakfast at Boston, as was mentioned in a former paper’ Pawlett had made it home safely from Scilly but how he lost his leg then became enveloped in propaganda. Both sides in any war naturally have an agenda. The facts are that all previous reports contradict the one immediately above and the former were taken from the diaries of two different British soldiers, and thus are most probably the correct record of events. The Americans were happy with the original ‘breakfast’ story but it was only the British media that tried to change the story of Pawlett’s misfortune after he had returned home to England.

I leave it to the reader to look at all the evidence presented above in order to come to a conclusion regarding how Pawlett lost his leg.

Pawlett only lived for a further five years. The Norfolk Chronicle December 8th 1781 reports: ‘Last Sunday died, after a few hours’ illness, at Kenninghall Palace, in this County, William Pawlett, Esq. late Captain in the Army; much respected in the service, much lamented by his wife and family, and much esteemed by his acquaintance and the neighbourhood in which he resided-as an agreeable companion and a worthy man. He served in the last with great reputation, and after being again called into service, after behaving on many occasions with great gallantry and address, lost a leg by a cannonball shot from the American lines, Roxborough hill, whilst on duty in the trenches at Boston Neck. On his return to England he was shipwrecked on the isles of Scilly, and preserved with great difficulty. His Majesty, in consideration of his eminent services, appointed him to a company of invalids in the island of Jersey, which he enjoyed to his death.’ Pawlett died aged 50, and has a memorial in the Church at Kenninghall Norfolk. It Reads: For William Pawlett, Esq. Late Captain in the 59th Regiment who died December 2nd 1781.

A compressed record of the life story of Captain Boyman, of the Lion Transport, was recorded in his obituary in the Gentleman’s Magazine in 1837. He had an eventful life and even this short record is well worth a read:

Richard Boyman esq. Died at Camberwell in his 92nd year. Captain of the port of London. He was descended from an old Kentish family, and was born at Ramsgate in the year 1745. Before attaining the age of eleven years, he had traded as cabin boy in a merchantman to Boston, Virginia, and Maryland. In crossing the Atlantic in the beginning of the war in 1756, and when only of the above immature age, he was taken by the French privateer, La Devine and carried into Boyonne; where, after suffering imprisonment for fifteen months, he was liberated by an exchange, and, being landed at Plymouth, begged his way to London, accompanied by a mess-mate named William Staines, who was afterwards Lord Mayor of that City. Remaining a while with his master at Ramsgate, he was subsequently shipped off for Maryland, whither he made three voyages prior to the peace of 1762. First commanding a ship in 1766, he traded for a series of years to the Mediterranean and to St. Petersburgh. In 1775 he was a volunteer at the battle of Bunkers Hill, and steered his own Pinnace to the shore, having in tow the long boat laden with troops. He was also employed in carrying over the wounded to Boston and afterwards took on board his vessel part of the 63rd and of other regiments, being the last of the troops which covered the retreat of the British at the evacuation of the city. (After being wrecked at Scilly) He thence proceeded to Halifax, where, after lying until the ensuing spring, he sailed for New York (under convoy of Admiral Graves fleet) and was at its capture, (November 16th, 1776) and on shore there when it was in flames. Back to England, he was again dispatched to America, as store ship, and was at the evacuation of Philadelphia. Again returning, he sailed from Spithead on Christmas day, 1779, taking out the 42nd highlanders to Gibraltar, when he participated in the relief of that place by Admiral Romney. From thence he went to Tetuan Bay on a foraging party, for the garrison, under convoy of the Pegasus sloop; and revisiting Gibraltar and England, loaded naval stores for Romney’s fleet, at the island of St. Lucie; in returning whence, in August, 1780, he was (together with the West India fleet, and five sail of Indiamen) taken prisoner by the combined forces of France and Spain, carried into Cadiz, and inured of Cordova two years. He was then exchanged, and re-arriving in England, sailed for the Baltic, where he lost his ship, and nearly his life, upon a sunken rock. After this incident, Captain Boyman was well known as an Antigua trader, and it was a coming home from the latter island, in the year 1794, that he was captured by ‘Le Pelletier’, of 74 guns and from the latter vessel immediately afterwards joining the French fleet, prior to its conflict with Lord Howe.
Captain Boyman was fated, from the windows of the Frenchman’s stern gallery, to view as an amateur that memorable sea fight. ‘Le Pelletier’ having escaped into Brest, Captain Boyman found himself a prisoner under the triumvir Robespierre; who, however, speedily perished, though our countrymen did not escape to England until after experiencing many hardships and a very protracted imprisonment. With the year 1798, when he relinquished the sea, our narrative ends.

Captain Boyman was of middle size, fair complexion, and possessing handsome features. Nature never framed a man with a better, stouter, heart. Nor one who more conscientiously discharged all the relations of life. He was formally an occasional frequenter of the Captains rooms of Lloyd’s coffee house, and some individuals yet remain who will yet peruse this sketch with a melancholy interest; yet one who died- as the deceased did, “so full of years,” may be said to have left no real contemporary. Captain Boyman sat at the board of committee of the London Friendly Shipping Assurance, for upwards of twenty years, and it was there that the writer of this article (who had the honour of being its secretary) received the eventual data here recorded, from the nonagenarians own lips. Ryehope. Durham. December 26. 1837.

HMS Glasgow [1778]

Two identical large copper nails were found at the north of St. Mary’s Island. One was spotted and recovered near the Crow Rock by local boatman, Alfred Hicks with the use of, Seaquest, his glass bottom boat, the other was found by Scillonian, Bernard Chudleigh, at Pendrathen at low tide. The nails were of a very distinct type and style with a cross on the pointed end rather shaped like a giant cross head screw driver. The same can be found in a book called ‘Sailing Men of War’ by Peter Goodwin. This book identified the nails as being from a British Warship from the 1700’s. The next logical step was to see what ships of that type had been lost in the area where the nails were found but none could be found. There was, however, an incident in 1778 involving a sixth rate British Warship of twenty guns called HMS Glasgow.

HMS Glasgow was launched in 1757 and took part in the American Revolutionary War. She is most famous for her involvement against the Continental Navy off Block Island on 6/4/1776. This action was a night time naval encounter with the Continental Navy, which was returning from the Battle of Nassau on its maiden voyage, and HMS Glasgow, at the time serving as a dispatch boat under Captain Howe, successfully evaded capture from a fleet of seven Warships under the command of Esek Hopkins. She did, however, sustain quite a lot of damage in the encounter. In 1775 the Second Continental Congress had established the Continental Navy and by the February of 1776 the first ships of the new fleet were ready for their maiden voyage. Commodore Esek Hopkins led this fleet of eight ships on an expedition to the Bahamas, where the British were known to have been keeping military supplies. In early March of that year the fleet, which lost one ship on route, landed marines on the island of New Providence and captured Nassau. After loading the ships with the captured military stores, the fleet then sailed north for Block Island. By April 4 the fleet reached the waters off Long Island, and captured HMS Hawk. The next day they captured HMS Bolton. The fleet then moved south hoping to catch further British ships as prizes. On April 6, United States Ship Andrew Doria spotted HMS Glasgow which was carrying important military dispatches. Howe came about to investigate the fleet, and over the next 30 minutes closed to within hailing shot. Esek Hopkins felt there was no immediate threat, so gave no signals to his fleet.

Captain Howe first came upon the USS Cabot; whose Captain was John Hopkins the son of Esek, the younger Hopkins, when hailed by Howe for identification, replied with a lie by saying, “Columbus, a 22-gun frigate.” An overzealous seaman on his ship then tossed a grenade onto the deck of HMS Glasgow and the battle began. The Cabot was actually a lightly armed Brig, and she fired one ineffective broadside at Howes ship. The Glasgow countered with two broadsides wounding John Hopkins, and disabling the ships steering gear. As she drifted away, the USS Alfred came up to engage Glasgow, and the two became fully engaged. A shot from Glasgow early in the action broke the tiller chains of the Alfred and her temporary loss of steering made it difficult for another ship, the USS Andrew Doria, to join the action. Eventually more ships of the fleet did join the action against Glasgow forcing Howe to break off with the engagement. In spite of extensive damage to her sails and rigging, the Glasgow managed to escape towards Newport. After several hours of chase that lasted until daylight, Hopkins called off the chase.
The Charming Molly [19/11/1780]

The ‘Charming Molly’ was wrecked off Bryher in 1780 with a cargo of Portland Stone bound for Dublin in Ireland. The IOSM, March 1980, page 16 and a note in SI, that the Weymouth registered 120 ton sailing brig ‘Charming Molly’, under the command of Captain Samuel Marder, was reported lost on Sunday 19/11/1780. These references also refer to Lloyds List No. 1,225 published on Tuesday 19/12/1780 and further documentation describes her as “stranded near Bryher to became a total wreck”.

None of the maritime historians/archaeologists on the islands appear to have investigated the wreck but it was suggested that the authors approach Brian Jenkins, a local Island fisherman, whose family had a long association with Bryher. When approached, Brian said he remembered that there was an old stone trough in the corner of a field near the public well on Bryher, which he was sure his father had told him, had come from a wreck nearby. Possibly from the Southwest of the island, near ‘Droppy Nose’ Point, an area that Brian referred to initially as ‘Staunchy Porth’. Within days, and having since spoken to his son, Brian phoned to say that according to a chart of 1898 the small bay on the South West of the island that he had referred to as ‘Staunchy Porth’ is in fact called ‘Stoneship Porth’. Surprisingly it is still referred to as to Stoneship Porth in the current issue of the Ordinance Survey Map.

Brian drew a map of where he remembered the trough was situated when he left Bryher about forty-five years ago.

We spent quite a time searching various fields before finding it. It was exactly where Brian had said it was, but because it has now become part of a boundary wall, several of the team had already passed it by. We were amazed it was still there after all these years, on the Mainland this would surely have disappeared into someone’s garden and all provenance lost. The dimensions are; 34” long by 24” wide by 15” deep. The walls of the trough are approximately 4” thick. It is certainly limestone and the chances of it having been recovered from the Charming Molly must be extremely high. We know that there is a possibility that there may be a quarry mark on the stone but no attempt has been made to remove it from the wall. What we are unlikely to determine is whether or not the stone was recovered as a trough or chiseled out locally.

During the summer of 2007 several underwater searches, of Stoneship Porth were undertaken, but no evidence of Portland Stone was found in the waters of the Porth or on land surrounding it. We were aware that in this particular location (close to Hell Bay) we are unlikely to find any evidence of the wreck itself but were hoping to find evidence of the stone cargo.

The only other information we have been able to gain about the wreck was from a historical tidal almanac. This stated, on the day of the wreck, that it was neap tides with only a 2.87 metre difference between high and low water, low water occurred at 4.28 pm just 8 minutes before sunset.

This fact could mean that the cargo was lost in fairly shallow water. Since building stone of this quality would have been a valuable commodity to the islanders, it may well have been salvaged. So far though, i.e. at the time of writing this, we are not aware of any Portland Stone structures on the Islands. One gentleman who would have been interested in the cargo, Augustus Smith, did not arrive on the Islands till 1834.

Portland Stone was in widespread use in Dublin in the latter half of the eighteenth century with many of the great public buildings built of it, notably the Customs House and the Irish Parliament building, now the Bank of Ireland building in College Green, which had its heyday before the Act of Union at the beginning of the nineteenth century.
In A. E. Cocksedge’s handwritten papers “Ships Built at Weymouth” entry #51 describes a barque of 120 tons with a draught of 11 feet having been built in Weymouth in 1764 with the owner and captain as Samuel Marder called the ‘Charlotte and Molly’. It also adds that it is “Shown as Ch?ing & Molly, Lloyds 1775”.

It would appear that these two boats are one and the same, but doubt remains as to whether she was the ‘Charming Molly’ or the ‘Charlotte and Molly’. Mr. Cocksedge is now deceased and his notes are hand written. For the time being we shall continue to call her the ‘Charming Molly’.

However, there is no record in Cocksedge’s handwritten papers “Ships Registered in Weymouth” of a boat containing the words Charlotte, Molly or Charming being registered in Weymouth in the period 1775 to 1780, presumably if registered at Lloyds, it was not required to register locally.

The Charming Molly was one of five boats built in Weymouth in 1764, the others were a 70-ton sloop, a 90-ton brigantine and two brigs of 80 and 150 tons and one of only two barques ever built in Weymouth. She was rated “E1” in 1775 and 1779 that referred to her strength and suitability to carry heavy cargo and infers that at least she had a double skin with a ‘ceiling’ inside the frames to protect the hull from the stone cargo.

Samuel Marder appears in the ‘Weymouth Museum Records of Devenish and Groves Title Deeds’ on 5/5/1796 under the assignment of leases for 52 St Thomas Street as a “mariner and late husband of Mary Marder”. Samuel was the son of John & Jane Marder and by using the parish records for births, marriages and burials it has been possible to put together a ‘suggested’ family tree for Captain Samuel Marder. Checks of the source documents are required to confirm this family tree but luckily there appears to be only one Samuel although there are several Johns, Janes and Marys. If we have the correct Samuel, he obviously survived the wreck on Bryher in 1780, from evidence we discovered in Weymouth.

As of the end of July 2007 searches of Stoneship Porth have still not found any signs of the cargo. We have found what we think may be limestone at Old Town Church Yard. We have eliminated the limestone in the ruins of the old chapel in Tresco Gardens.

References:
‘Ships Built at Weymouth’ compiled by A E Cocksedge - (Entry No.51)
‘Ships Registered in Weymouth’ compiled by A E Cocksedge.

London [24/2/1789]

A ship lost at Scilly that helped spark the American Revolution.

The Boston Tea Party, referred to by American founding father, John Adams, as: “the Destruction of the Tea in Boston” was a political protest by a group called ‘the Sons of Liberty’ on December 16th, 1773. Disguised as Mohawks, the demonstrators destroyed the entire supply of tea sent by the East India Company in defiance of the American boycott of tea carrying an official duty that the Americans had not sanctioned. They boarded ships and cast the chests of tea into Boston Harbour. The British Government responded severely and the episode escalated into the American Revolution. This is the story of the ship ‘London’ and Captain Alexander Curling’s involvement in that momentous time in the history and birth of American independence from Britain. This ship and its captain were later to be lost among the western rocks of Scilly.

On Thursday December 2nd 1773, the Tea ship ‘London’ came to anchor before the town of Charleston. It was a trip like any other. There was nothing unusual to Captain Curling whose vessel contained a consignment of East India Company tea; as well as several consignments of the same belonging to some private merchants and other individuals. There were 257 chests in all on board. As soon as the ship tied alongside and the cargo manifest was inspected, the information sparked hand bills to be distributed about the streets of the town. These hastily printed bills invited all inhabitants and, in particular, the land holders, to assemble at the local exchange the very next day. The locals turned up in such numbers that it caused the main beams of the building to give way. After things settled down, George Gabriel Powell was elected Chair of this hastily organized meeting. During the ensuing debate it became apparent that most of those present were in favour of absolute non-importation of teas subject to tax.

Nervous East India Company representatives were also present at the meeting, but they received the thanks and applause of the assembly when they promised not to accept their own consignment of tea then aboard the London.
However, during heated debates, it was urged that the East India Company had the same rights to import dutied tea's as the private merchants had been enjoying; but the greater numbers present opposed. They prevailed upon the tea consignees to resign their commissions and framed an agreement of: *pledging dutied teas.*

Captain Curling of the ship, *London* whom was also present at the meeting, was initially instructed to return the debated cargo of tea back to England. However, no action was taken with reference to the private tea orders on board and this cargo was then publicly landed by its respective owners. The Committee entrusted with the circulation of the agreement, signed by the principal planters and land owners, and threatening boycott against dealers in dutied teas, had no visible effect on the merchants. Their objection was that the proposed agreement was aimed against dutied teas only, which would directly enrich and enlarge the smuggling class.

On Friday December 17th a meeting of both radicals and merchants were represented by competent speakers; initially the former appeared to have the upper hand, as a vote was passed for the non-importation of dutied teas. The moderates now rallied their forces and amended the motion to include *‘all teas from any place whatever’*. By this amendment, legitimate traders and smugglers were placed on an equal footing. Whilst machinations were continuing, the proposed period for the payment of the tea duty expired on Tuesday night December 21st. As a result of the clock ticking, in the case of the tea ship London, Captain Curling had landed his cargo and entered the custom house. (The resolution of the public meetings forewarned of a spirited resistance to the seizure of the tea by the customs officials, but the support offered by the merchants was thin and dashed the hopes of them backing the radicals.)

On December 22nd, 1773, Robert Dalway Haliday, the collector of customs for Charleston, had the tea shipment from the ship London seized and stored in the warehouse under the Exchange Building for non-payment of duties. Since the consignees, the East India Company, had refused to receive the tea, after twenty days in port it became liable to seizure by the Crown. A previous meeting of the citizens on December 17th had resolved that the tea should not be landed, and Captain Curling had received several anonymous letters threatening damage to his ship unless he moved it away from the wharf. This is what moved Curling to get the cargo off. When Lieutenant Governor William Bull was informed of these threats to Curling, he called an emergency meeting of the Council at his home. The sheriff was instructed by the lieutenant governor to support the collector of customs if necessary, and to arrest anyone who attempted to obstruct Curling from landing his cargo.

At about 7 o’clock on Wednesday morning the 22nd December, the customs officers began moving the chests of tea from the London into the Exchange Building warehouse; and by noon the task was finished. The patriots had been taken completely by surprise, but they declared themselves satisfied so long as the contentious merchandise remained securely under lock and key. When Curling off loaded his cargo under the watchful eye of the comptroller, the trouble they suspected to occur did not materialize, as the comptroller of the customs then wrote: “There was not the least disturbance. The gentlemen that came to the wharf behave with their usual complaisance and good nature to me.”

The contentious tea from the London then remained undisturbed in the Government warehouse for 3 years. Then, in 1776, the cargo from the London was auctioned off for: *the benefit of the new revolutionary Government;* thus directly providing funds for defense in the war against the British. This was not the last time the London would become directly embroiled in the history of disputes that helped spark the American revolution. Captain Curling had learned from his previous encounter and so tried to hide any tea that might cause him problems on future voyages to Boston.

In April 1774 a newspaper reported that: “*arrived the ship London this week with a consignment of eighteen chests of tea, whose presence on board the captain attempted to conceal. The facts were laid before a meeting of citizens and the Mohawks were prepared for action at a concerted signal, when some impatient souls thronged on board the vessel, stove in the chests, and cast the tea into the waters.*”

Alexander Curling was well known as a cautious, yet well respected, capable Commander, so his attempts at concealment were a little out of character; although allowing for his previous experiences at Boston, his actions were completely understandable.

Curling was in the autumn of his years when the above incidents took place. He knew the routes and tides to and from places like Boston very well. Of the ships that made this particular run, the London was also the preferred choice of ship to travel on by many passengers. One such passenger was Joseph Johnson who later wrote:

“He had many years engaged in this business as a commander; his skill in seamanship and deportment as a gentleman were universally commended. He could obtain freights while other vessels were idle, and his cabin was preferred by all who wished to cross or re-cross the Atlantic. Insurance was lower on his freight than that of other ships.”
As Curling got older still, Johnson reported that the aged captain had become over cautious as his round trips took longer than those of other younger Commanders around him and that: “the senior Captain had probably become confirmed in his old habits and opinions, which had been tolerated by his employers and sanctioned by his success. Captain Curling continued in the trade respected and esteemed as before, but not so high in the estimation of those who shipped our produce to England, and counted on a speedy return that they might re-invest.” It was on the return journey of a much later trip from Charleston that the 'London', Captain Curling, with his crew and passengers were all lost at Scilly. There was just one survivor- the ships Carpenter. This incident was reported in England in the Norfolk Chronicle on the 14th March, and on the other side of the Atlantic in the Pennsylvania packet on the 11/5/1789:

“On Wednesday morning, about the hour of one, the ship London, of London, Capt. Alexander Curling, a lieutenant in his Majesty's navy, from Charleston, - with rice, tobaccos - indigo, and some specie, was totally lost on the western rocks of Scilly, and immediately went to pieces. The captain and thirteen hands, with Mrs. Riley, widow, a passenger, and native of Ramsgate, all perished. Joseph Tuttle, carpenter only was miraculously saved, by being cast on rocks distinguished by the appellation of Cribbe Widden, where, he remained two days and nights, great part of the time lashed to the rocks; when the gale abated, and the weather cleared, the signals he hoisted were observed by the inhabitants of Agnes Island, where he remained two days and nights, great part of the time lashed to the rocks; being both carried out to sea, the latter piece meal, as observed by the poor wretch left to tell the melancholy affair. The ship sailed from Charleston on or about the 22d of January, in company with the Olive-Branch, Angus, and Castle Douglas, Cooper. Thirteen hours before this accident happened, the London spoke to the Olive Branch, who informed the London they were then in 75 fathom water. The London then carrying much sail, at dusk the preceding evening left the Olive Branch about two leagues astern; and they no sooner discovered the light, which they supposed the Eddistone, but found themselves entangled with breakers, which every effort could not clear, and the ship fell on the rocks, and in less than 15 minutes, every mast was gone, the stern carried away, the vessel in pieces, and every soul swept into the sea, and their bodies not to be seen. The man saved has made a deposition to each particular circumstance.”

The Colonial Merchants and the American Revolution 1763-1776, By Arthur Meier Schlesinger. Traditions and Reminiscences, chiefly of the American Revolution, By Joseph Johnson. Also the newspapers mentioned within the text.
9 - Odd Newspaper Snippets from the Archives

Cobbett's Weekly Political Register, 20/6/1812:
It was suggested in 1812, that the English press were telling the Americans that they were tools in the hands of the French, and, that a war with America would be felt by them no more than a war with the 'Rocks of Scilly'!!

Caledonian Mercury, Tuesday, 19/6/1733:
“Major Bennet of the 2d Troop of Life Guards, for the Government of the Island of Scilly, in room of the late Sidney Godolphin, Esq.”

Ipswich Journal, Saturday, 18/8/1733:
“Last Week a curious Monument was erected in Crayford Church in Kent, to the Memory of Lady Shovell, who died about two years ago, Relict of Sir Cloudesley Shovell, who was cast away on the Rocks of Scilly in his Voyage from Toulon the 22d October 1707.”

Derby Mercury, Thursday, 20/10/1737:
“On Tuesday Morning last dyed of Gout in his Head and Stomach, Col. John Moody, Lieutenant-Governor and Captain of an Independent Company in the Island of Scilly. He was an old Officer, and had the Honour to be a near Relation by Marriage to the late Glorious John Duke of Marlborough, under whom he served in several of the Campaigns in Flanders.”

Newcastle Courant, Saturday, 1/12/1739:
“One hundred and twenty Chelsea Pensioners are ordered to be draughted out, and form’d into two Independent Companies, to be sent to keep Garrison in the Island of Scilly.”

Newcastle Courant, Saturday, 22/11/1740:
“Two Batteries of 30 Guns each are planting at the Mouth of the Harbour of Scilly, which will hold near 100 Ships, and is a safe Retreat for our Merchantmen, if pursu’d in those Seas by Spanish Privateers.”

Oxford Journal, Saturday, 9/3/1754:
“A Scheme is proposed, which will be carried into Execution next Month, for recovering the Money and Effects of all Ships and Vessels lost on the Rocks of Scilly; particularly the Hollandia, a Dutch Indiaman, lost about ten Years ago; and we hear, that the Rt. Hon. Earl of Godolphin, Lord of those Isles and Seas adjacent, has granted to Gilbert Douglas, Esq.; full Power and Authority to use all Ways and Means for making this Recovery for the Term of five Years. A new invented Machine, to work under Water, with which many successful Experiments have been made, is provided for this Purpose, and several Divers are appointed, among whom is Mr. Mitchel, who recovered the Money belonging to the Indiaman that was lost some time ago on the Cape de Verd Islands.”

Caledonian Mercury, Saturday, 22/9/1759:
“One John Kennedy, who now sells tapes, gartering laces about Tower-hill. Is in the 107th year of his age, being born at Stirling, in Scotland, in the year 1652; but what is remarkable is, that he was in the fleet, when Sir Cloudesley Shovel was cast on the rocks of Scilly, and was one of the twelve that escaped from that dreadful shipwreck.”

Bath Chronicle and Weekly Gazette, Thursday, 20/1/1763:
“Some Accounts say, the Spanish Galleon that was in Company with Admiral Pococke, was like to be lost on the Breakers off Scilly, but is gone for Cork. There has been 200,000 Insurance done upon her. The Loss of Ships in Admiral Pococke’s Fleet is attributed to the West-India Worms, which are exceedingly numerous in those Seas. As Cedar is known to be a mortal Poison to Vermin and Insects of every Kind, and there is such Abundance of it in America, it is wonderful that the Bottoms of our Ships of War are not sheathed with it.”

Bath Chronicle and Weekly Gazette, Thursday, 6/12/1764:
“We hear the Scilly Pilots are going to be put under proper Regulations, their Neglect in bad Weather having been long complained about.”

Derby Mercury, Friday, 21/12/1764:
“We hear the Plan for establishing a Lazaretto at Scilly, were Ships from the Levant may conveniently perform Quarantine, has lately been approved of; and will speedily be carried into Execution.”

Caledonian Mercury, Wednesday, 7/11/1764:
“We are informed a considerable magazine of Irish salt provisions, is ordered to be kept at St. Mary’s, Scilly, for the use of such men of war as may touch in want of stores.”

The Ipswich Journal, 5/1/1765:
“They write from Scilly, that two large Transports, with Salt-Provisions from Ireland, arrived there the 12th Dec. last. The Cargoes of which are deposited at St. Mary’s, for the Use of the Government.”

244
Caledonian Mercury, Wednesday, 2/3/1768:
“They write from Scilly, that a shock of an earthquake had lately been felt there, accompanied with a subterraneous noise, and a sudden reflux of the sea, when the tide was at half ebb.”

Salisbury and Winchester Journal, Monday, 8/8/1768:
“We hear from Plymouth, that a large whale was lately cast on shore among the rocks of Scilly, measuring 78 feet in length, with a ball of a four-pounder shot in its jaw-bone.”

Kentish Gazette, Tuesday, 13/2/1770: ‘Humour in the Lords’ “It having been said, that a great Bishop lately declared he would never yield to the opposition, and that if even his present servants should leave him, he would go on with his clerks: A moderate gentleman remarked, Sir Cloudesley Shovel when he was near the Rocks of Scilly, was advised by the pilots to change his course; but he obstinately persisted, and was wreck’d upon the rocks; call’d the Bishop and his Clerks.”

The Scots Magazine, Monday, 1/10/1770:
“Every vessel infected, being to the northward of Cape Finisterre, shall proceed to the harbour of New Grimsby, in Scilly; where being arrived, the master shall make known his case to some officer of the customs there; who shall immediately acquaint some custom house officer of some near port of England thereof; and this officer shall, with all possible speed, send up the intelligence to one of the principal secretaries of state; that such measures may be taken for the comfort and support of the crew, and such precautions used to prevent the spreading of the infection, as the case shall require; which vessel shall remain at the islands of Scilly till his Majesty’s pleasure be known; nor shall any of her crew go on shore. Vessel not able to make Scilly shall not presume to enter into any port, but shall remain in some open road, till orders arrive from the King or Council; and the master shall take care to prevent any of his company from going out of his ship, and to avoid all intercourse with other ships or persons: and the master, or other person on board, who shall be disobedient herein, shall be adjudged guilty of felony, and shall suffer death as in cases of felony, without benefit of clergy.”

Stamford Mercury, Thursday, 2/1/1772:
“A few days since some workmen were draughted off from the Kings yard at Plymouth, to embark for Scilly to begin the foundation of a new Lazaretto to be built the ensuing spring.”

Kentish Gazette, Tuesday, 28/1/1772:
“Surgeon Mark Anthony Clark to be Surgeon to the garrison of Scilly, vice James Fiott removed.”

Shrewsbury Chronicle, Saturday, 1/5/1773:
“The Lazaretto now building on St. Lukes (sic) one of the Scilly islands, is in great forwardness, and it is thought will be ready to receive goods by the latter end of August, there being 60 hands employed thereon.”

Reading Mercury, Monday, 15/11/1773:
“John Deason, Francis Prideaux, Thomas Jenkins, jun. Matthew Downing, alias Daniel, were tried on an indictment for feloniously being present, aiding and abetting one John Nicholls in the willful murder of John Trannick on the high seas viz. about four leagues from the island Scilly, on June 23, 1771, and were acquitted.
The prisoners appeared to be natives of Scilly and belonged to the Seaflower of that place, together with Nicholls, and being cruising off the little island of Brehar (Bryher), were observed from the shore by the deceased, who was an officer in the Customs and taken for smugglers, manned a boat with other officers, and gave them chase with the colours flying, whereby they might be known as belonging to the Customs; that on coming alongside, they were thrown off with an oar, and the deceased coming alongside, took hold of the quarter rail in order to get on board, when he received a violent blow from an iron hatch bar, which threw him into the sea, where he was drowned. The sloop got off, and Nicholls made his escape, and is still at large.”

Kentish Gazette, Saturday, 20/5/1775:
“Lieutenant-Colonel William Egerton to be Lieutenant-Governor of the Islands of Scilly, George Boscawen, deceased.”

Police Gazette, Friday, 16/2/1776:
“Seven Casks of Indigo were stolen out a Warehouse at St. Mary’s, in Scilly, about ten days ago; and it is presumed the said Indigo was put on board a small Vessel, the destination uncertain; This is to caution all dealers in that article against purchasing any such goods, if they have the least suspicion of the said Goods not being the honest property of the seller, and they are requested to give immediate Notice to Sir John Fielding, in London, and upon conviction of the offenders, a Reward shall be paid by the parties injured of ten Pounds per Cent. for any Part recovered, or 100l for the Whole.”

Hampshire Chronicle, Monday, 4/3/1776:
“On Thursday last Joseph Waters, a west-country man, traveling for some time past thro’ the counties of Cornwall, Devon, Dorset, and Hants, with a certificate pretending to be a seaman castaway off the Island of Scilly, and thereby raised several charitable contributions of well disposed persons; the same on examination being proved to be forged, he was sentenced to receive 15 lashes on his naked back, which punishment was accordingly inflicted on him. The same man was some little time ago whipped at Poole for stealing bacon.”

245
Saunders's News-Letter, 29/9/1783: - 'A Cautionary Tale'
“A caution to merchants in general, and captains and masters of vessels in particular, who trade or sail to the westward of the Scilly Islands. - The light-house at Scilly heretofore has been held in the highest estimation, and confessedly was equal if not superior to the best light in the kingdom, frequently distinguished six or seven leagues. The late alteration of constructing the lantern, and burning oil instead of Kendal coals, has indubitably placed it amongst the very worst, notwithstanding the great assiduity of the light-keepers. In the clearest night it wears only the appearance of a small star; when hazy or blowing fresh, like unto a small candell in a common lantern; and at a very small distance, not distinguished from a ship's light; men who fish during the night round the small island on which it is placed at times cannot see it at all; and vessels of late during the night have frequently fallen amongst the rocks, and, but for the fishing boats, most have becomes wrecks. The instances that happened on the 4th at night are but too melancholy proof of what is advanced. At ten o'clock struck on a rock, about two miles from the light-house, the Financier (formerly the Lord North transport) from Charlestown, South Carolina, with tobacco, rice, indigo, &c. bound to London, John Lobes, master. She went to pieces in fifteen minutes. The mate, one man, and a black servant lost; the rest of the crew, with a gentleman, his lady, and another passenger, saved on a raft of the wreck, and cast on shore on a small island near, some of them much wounded. Nothing saved. About the same hour struck the ship Nancy, David Robertson master, from Jamaica, bound to London, with 203 puncheons of rum, a large quantity of sugar and fustick, the crew all saved, vessel lost and nearly all the cargo. This ship lay on the rocks within a mile of the light-house. A large snow, observed by one of these ships, is supposed to have gone near the same spot, and every person perished, as a head and quarter-boards are cast on shore, which proved not to be part of either of the other ships. This snow set Hamburg colours. Nearly at the same hour the brig Henry, Mr. Thomas Daily master, from Jamaica to London, with rum and sugar, had a most miraculous escape from destruction. No pilot in open day, with a fair wind, in such weather, would have attempted to carry him by such rocks, and through such a passage as he must have passed before the vessel ran ashore, which providentially was on a bed of soft sand. With great help, much expense, and some damage, this vessel got off, and is ready to proceed for London. No lives lost. On Monday the 8th, at day light, a snow from Lisbon, bound to London, was amongst the rocks; but the wind being fair to carry her in at one sound and out another, which the master had some knowledge of, she sustained no damage.
Query, is not a bad light, that deceives the mariner, worst than none at all! Be that as it may, it is held a debt due to humanity to lay these plain truths before the public; for without the greatest care to avoid, and interposition of the Almighty to defend, many vessels, it is believed, will be lost on the 'Rocks of Scilly' in the course of the winter.”

Caledonian Mercury, Monday, 6/7/1778:
“Surgeon, Leggett to be Surgeon to the Garrison of Scilly, vice Mark Anthony Clarke.”

Leeds Intelligencer, Tuesday 14/6/1785:
“Francis Baron Osborne (Marquis of Carmarthen) to be Governor of the Island of Scilly replacing Francis Lord Godolphin deceased.”

Northampton Mercury, Saturday, 9/9/1786: Saga of the Dolphin of Bristol:
“Last Week came to this Place (Aberdeen), John Smith, a Boy, belonging to the Dolphin of Bristol, Capt. Knight. He relates, that they sailed from London to Jamaica; that between Scilly and Land's End, he and another Boy fell overboard, owing to the Foretopsail-Yard snapping; that the Seaman so high, that the Crew could afford them no other Assistance other than a Plank, which they threw out, and which this Boy got hold of: On it he floated two Days and two Nights, and when almost exhausted with Hunger and Fatigue, he was providentially picked up, about 80 Miles from the Place where he fell overboard, by an Aberdeen Vessel, which put him a-shore at Newburgh.”

Saunders's News-Letter, Wednesday, 15/11/1786:
“By letter from Captain Wethered of the Recovery, belonging to this port (Plymouth), dated St. Helen’s Pool, Scilly, we learn, that on the day he wrote, being the 2d inst., there were one hundred and fifty vessels bound for the several channels then in the Scilly Islands.”

The Ipswich Journal, Saturday, 25/8/1787:
“The ship True Briton, Capt. Farrer, on his return from China, fell in north-west of the Scilly islands, too near to clear the rocks by going to the southward of them, as the wind then stood; the captain was therefore compelled to steer to the westward, risking all the dangers attending the chopp of the Irish channel, or try the northern passage. Some of the inhabitants coming on board, the captain ran along, very near the shore, which he found bold and clear of rocks, except very near the land, and a much safer navigation than it is on the south side of those islands. The world in general are ignorant of this; many ships have suffered by the supposition, that the passage is dangerous, and therefore avoid it at all hazards.”
Times: Saturday, 24/11/1877, Issue 908: Fugitive

"A few days since a young man, who owed a considerable sum of money to a merchant of Guernsey, sailed from Land's End towards the Scilly Island, to escape a bailiff who was in pursuit of him. The merchant and his bailiff got another boat, and chased the fugitive with such a press of sail, that, just as they came up with him, they ran their boat under water; and as the debtor showed no great disposition to save the bailiff, he and the two boatmen were drowned, but the merchant saved his life by swimming to a neighbouring island."

Cumberland Pacquet, Wednesday, 23/9/1879:

“A few days ago, a French lugger boat, of thirty tons, full of passengers, arrived at St. Mary’s, of the Scilly Islands, from Cherbourg, in Normandy, where affairs were in the utmost confusion the day they sailed. The armed burghers, assisted by a vast concourse from the neighbouring towns and villages, had taken possession of the citadel in which was a garrison of five hundred men, who after exchanging some shots with the people about an hour, surrendered the fort, and marched out one by one, delivering up their arms to Commissaires appointed by the citizens, as they passed the gate.”

Note: It is not clear what happened to these refugees?

Bath Chronicle and Weekly Gazette, Thursday, 1/4/1790:

“Mr. Leggatt, surgeon to the garrison of Scilly, gives an account in a letter to Dr. Alexander Johnson, of the ‘quick transition from life to the grave’ in that island: -

A young woman aged about 16, whom he visited in the morning, and found sitting by the fire with her mother, took to her bed in the afternoon, died in the evening, and when he called the next morning he found that she was in her coffin screwed down, and that she was buried at four o’clock in the afternoon.”

Bury and Norwich Post, Wednesday, 2/5/1792:

“To Mariners. – An error is discovered by the Marine Surveyor of the Admiralty, in the latitude of the Islands of Scilly. The true latitude of the lighthouse on St. Agnes, is found to be 49 deg. 53 min. 47 sec. North; and that of Pednethias Head, 49 deg. 52 min. 2 sec. North.”

Newcastle Courant, Saturday, 12/3/1796:

‘Burnet versus Kensington’

“This action, which has been tried before, was on a Policy of Insurance on the ship Commerce, of and from Malaga to Plymouth. The declaration stated the ship to have been stranded on the Scilly rocks, by which the plaintiff suffered an average loss. The defendants denied the ship to have been stranded, and therefore issue was joined.

The cause underwent an able, and apparently a most decided investigation on its first hearing, at which time the Jury pronounced their verdict for the defendant in the following words, viz;

‘We conceive no vessel to be stranded that undergoes repair, proceeds on her voyage, and arrives at her destined port’

The verdict of the Jury who last tried the cause was to this effect:
‘That the accident which befell the Commerce, produced all the consequences of a stranding, and therefore the Underwriters must pay general and particular average.’

The very wide difference between the verdicts of the two Juries will, we imagine, produce a third hearing, which, it is to be hoped, will finally determine what is, and what is not, a stranding.”

Caledonian Mercury, Thursday, 1/9/1796:

“Quarter-master Hugh Munro, from half-pay of the foot guards, to be Ensign in Captain Bowen’s independent company of invalids at Scilly, vice Hague, deceased.”

Hereford Journal, Wednesday, 31/1/1798:

“The old Castle and fortifications at St. Mary’s, one of the Scilly Islands, off the Land’s End which has been so long in a neglected state, are now putting in complete order, and fresh cannon mounting on the works.”

Times: Friday, 25/9/1801, Issue 5221: Court Marshall of Garrison Soldier

“His Majesty has been pleased to confirm the Sentence of a General Court Martial, held at Government House Plymouth, on the 31st July and following day, on Lieut. Thomas Phillips of the Scilly Fencibles, for sending a challenge to Lieut. J. John, of the Royal Invalids, on the 25th June last, requiring satisfaction for being expelled from a Masonic Lodge on the 24th of June, and having declared the subsequent day, that the said Lieut. J. Johns was a coward. The Court Martial found him guilty of both charges, and judged him to be cashiered; but in consideration of his youth and inexperience, and general good character, humbly recommended him to his Majesty’s clemency. His Majesty, however, having taken into consideration all the circumstances of the case, deemed it necessary, for the sake of example, to confirm the sentence of the Court Martial.”

Carlisle Journal, Saturday, 3/10/1801:

“Whitehall, Sept. 22. – The King has been pleased to contrite and appoint his Grace George William Frederick, Duke of Leeds, to be Governor of the Islands of Scilly alias Sully, alias Sorlingues, in the room of Francis Duke of Leeds, deceased.”
Times: Tuesday, 26/10/1802, Issue 5549: Murder at Sea.

“John Ferguson, a Gentleman of a very respectable appearance, was indicted for the wilful murder of Fernandez Fernandez on the high sea, near Scilly, by causing him to be beaten with ropes on his sides, back and belly, until he died.”

Royal Cornwall Gazette, Saturday, 17/8/1805:

“Moorings are laying down in St. Helen’s Pool, Scilly, for the Pandour, a ship of 1000 tons, which is fitted up as a Lazarette, and arrived there. The Hornet sloop of War, fitted to receive the medical staff, is also stationed there on the quarantine establishment.”

Hampshire Chronicle, Monday, 15/8/1808:

“A large cod-bank has been discovered near the Scilly Islands, which abounds with fish; and an establishment is now forming for the supply of the London markets from thence.”

Royal Cornwall Gazette, Saturday, 16/9/1809:

“Two sailors lately deserted from H. M. Ship Hornet, at Scilly, and carried off a pilot-boat marked inside the stern ‘Prosperous’ and outside ‘John Odger’. The boat’s foresail has the words ‘Pilot Boat’ on it. Whoever discovers the boat, will do a meritorious action by informing the said John Odger of her. He is a fisherman at St. Mary’s, Scilly.”

Royal Cornwall Gazette, Saturday, 5/5/1810:

“Trinity House: The Names of the Pilots appointed at Scilly, are as follows, viz; Samuel Jenkin; John Jenkin; William Tregarthen; John Wood; John Thomas, senior; James Tregarthen; Richard Thomas; John Tregarthen; William Nance. Licensed to take charge of Ships to and from, and into and out of all Ports and Places in and about the Islands of Scilly. By command of the Corporation, J. Court, Secretary.”

Public Ledger and Daily Advertiser, Friday, 18/9/1812:

“A Correspondent informs us, as a circumstance not generally known, that the flesh of the Porpoise, when salted and hung up to dry, is little inferior to the finest bacon. It constitutes the chief diet of the inhabitants of the Scilly Isles.”

Royal Cornwall Gazette, 28/8/1813: The Singular Circumstance.

“Last week all the dogs on the Island of Samson, in number about 14, ran simultaneously into the sea and were drowned together. No cause whatever can be assigned by the inhabitants for this extraordinary occurrence. The dogs appeared perfectly well a short time before this event took place.”

Royal Cornwall Gazette, Saturday, 23/10/1813:

“Persons willing to contract for the erection of a Signal Tower, Newford-Down, St. Mary’s, Scilly. Tenders by 28th September, 1813.”

Lloyd’s List: Fri. 10/12/1813, No. 4828:

“Scilly, 5th. On the 1st ult. we experienced a most violent Gale from the S.E. It lasted but a short time. Three Vessels in the Roads parted their Cables.”

Royal Cornwall Gazette, 1/12/1813: Advert:

“Genteel Accommodation for Passengers. To and from The Isles of Scilly; Combining Convenience with Dispatch. The beautiful Smack, Lord Wellington.

Commanded by Captain John Tregarthen, which Vessel is just off the Stocks, and has been fitted up, with every convenience for comfort and ease of Passengers; sails from Penzance every Thursday, between the hours of nine and eleven in the morning, for St. Mary’s, Scilly; and leaves that place for Penzance, on the Monday following, about the same hours of the day.

The Smack Lord Wellington is finely built for dispatch; and is well worthy the attention of all those who wish to have their commands executed with celerity, and their requests answered with speed. She takes Goods or Parcels of any description, not being contraband, at the most moderate Freight. Captain Tregarthen may be found at the Dolphin Tavern, Penzance, any time between the arriving and sailing day. Apply to Mr. Alexander Marrack, Merchant, Penzance; or the Mr. Richard Wetherald, at the Post-Office, St. Mary’s, Scilly.”

Royal Cornwall Gazette, 12/7/1816: Intoxication

“A soldier of the 90th Regiment, stationed at Scilly, in a fit of intoxication, threw himself out of a window of the Barracks, and was killed on the spot.”

Royal Cornwall Gazette, Saturday, 12/4/1817:

“This week there have been found buried in a field, in the Island of St. Agnes, Scilly, fifty-eight brass pans. It is supposed that they have lain under ground nearly a hundred years, as a vessel having such articles on board, was wrecked there about that time. Some of the pans are decayed, and some are fit for use.”
Times: 9/7/1817: Singular Circumstance:
“A man named Jenkin, residing on the island of Trescau (sic) in Scilly, having some damp gunpowder in his possession this week, very incautiously put about 2lb of it in an iron pot over the fire, in order to dry it. He employed his wife to blow the fire, whilst he stirred the combustible matter with an iron poker! The pot becoming heated, a dreadful explosion took place, attended with lamentable results. The man was struck blind; his thumb and hand were lacerated in a shocking manner; and his clothes, and several parts of his body, were much burnt and injured. His wife likewise was severely scorched. But what is remarkable is, that not a vestige of the pot has been found since.”

Royal Cornwall Gazette, 21/2/1818:
"On Monday last, William Boase, pilot and farmer in Scilly, was blowing a rock in his garden, but the explosion not ensuing as soon as expected, he went to examine the charge, when unfortunately, it went off, and so dreadfully shattered his right arm, that amputation was necessary above the elbow."

Royal Cornwall Gazette, 1/7/1820: Girl Shot
"In the Scilly Islands it appears there is an ancient custom to carry lighted brands of fire on Midsummer Eve, a custom more honoured in the breach than observance since the most fatal accidents sometimes arise from these dangerous amusements. On Midsummer Eve a boy of about 15 years of age procured a gun which he charged with powder only. Intending to frighten a girl whom he met, he presented the gun at her, and immediately discharged the contents in her face! The consequence was, that one of her eyes of the sufferer was destroyed, and her face and neck so dreadfully scorched, that her life is despaired of. The mischievous lad who caused the disaster is allowed to go at large, the parents of the girl being too poor to prosecute him for the offence."

"We recollect the case of a vessel, after a long voyage, in which the crew had sustained many difficulties, being at length run upon one of the rocks of the Scilly Islands on her entering the Channel. Appearances there became so threatening on board, that the crew determined to quit the ship and take to the long boat, in which there was some probability of their gaining the land: they had no sooner, however, put off, when an ugly bear, which they had left behind, and which had served to amuse the more rascally of the crew during the voyage, by dancing and other tricks, plunged into the sea, and swam after them. Now, though they knew, and saw clearly, that the boat was already so fully stowed, that the admission of the bear would certainly sink her; yet they had not the sense and courage enough to pummel him with their oars, and keep him off: he forced an entrance, and down they all went together."

Morning Post, Friday, 14/11/1823:
“Scilly, Nov. 4 – Heaviest Gale remembered by the oldest of islanders.”

Hampshire Chronicle, Monday, 10/3/1823:
“The inhabitants of the Scilly Islands have been reduced to great distress from a scarcity of fuel, arising from the prevalence of westerly winds, which have prevented the usual supply of coals from arriving there. What coals could be obtained were sold at 2s 6d a bushel, and some of the inhabitants have been obliged to burn different articles of furniture, &c. to dress their food.”

Devizes and Wiltshire Gazette, Thursday, 6/9/1827:
“The Quarantine establishment at Scilly, is broken up, and Staff-Surgeon, Mr. Brown, by whom that service was attended, has quitted the place, to the great regret of the inhabitants, who are now left without any regular medical practitioner!”

Morning Post, Wednesday, 29/10/1828:
“Scilly: In the afternoon of Sunday, the 12th inst., a bottle was picked up by the crew of the boat Hero, of Bryher, Scilly, being then six miles W.N.W. from St. Agnes Lighthouse, containing a paper of which the following is an exact transcript:
Lat. 49° 49′ north, Long. 20° 25′ west from London, bound to New York, which place she left on the 15 inst. Died on board this morning, at eleven A.M., T. P. York, the well known and much respected philosopher. He was held in the highest esteem by all who knew him, and his loss will be most sincerely felt. His remains were consigned to the turbulent ocean, with every mark of respect and regret, at three P.M., by his fellow passengers. He was justly celebrated as a philanthropist, and the sole motive of his undertaking the passage was to enlighten, with his profound learning, the inhabitants of the United States, to whom he was much attached.
Any person finding this will please to send an account of the time it is picked up, and the place where it is found, to Lloyd’s, London, or the nearest Newspaper for the information of the friends of the deceased, and also for the benefit of the Board of Longitude, London. W. J. Stanington.”

Morning Post, Thursday, 28/7/1831: (First incident found referring to a Steam Ship)
“Falmouth, July 25. – Arrived the Confiance steam packet, from the Mediterranean; sailed from Corfu on the 4th inst., Malta 8th, Gibraltar 15th, and Cadiz the 17th. The Confiance was fallen in with off Scilly by a Cowes pilot boat, completely out of fuel, and had consumed all her spars and bulkheads, &c. After the pilot boat had landed the mail at Falmouth, the Magnet packet was sent out with a supply of coals, which being put on board the Confiance the Magnet put back to Falmouth.”
Western Times, Saturday, 3/9/1831:
“The day mark on the island of St. Martin’s, Scilly which has hitherto been white-washed every year, has recently been painted red, in order to distinguish it from the light-house at St. Agnes.”

Dublin Observer, Saturday, 15/6/1833:
“Admiralty, June 1: Sir, I lose no time in communicating to you the following account of a rock said to have been seen by the schooner Isabella, half-way between Scilly and the Wolf. I am, Sir, your obedient servant, F. Beaufort, Hydrographer. (Thompson’s)"

South Eastern Gazette, Tuesday, 3/12/1833:
“The Diving Bell – The apparatus prepared by Mr. Dean, of Ramsgate, has recently been used with great effect by himself, in conjunction with Messrs. Edwards and J. Bell of Whitstable, who have just returned from a cruise on board the Mary Anne, of that port. The Enterprise, of Liverpool, sunk near the Copeland Islands, on the East coast of Ireland, on the 31st of January, 1813, and from the wreck of that vessel, the divers have rescued a considerable portion of the cargo. Off the Scilly rocks, close to the point where Sir Cloudsley Shovel lost his fleet, they also brought up several articles from the wreck of the Hope, Captain Noble, which was lost about five years ago. It is not a matter of some consequence, that the Directors of Insurance Companies should be aware of the existence of such facilities for the recovery of lost property.”

Caledonian Mercury, Monday, 22/12/1834:
“A schooner wrecked on Bofin Island, Ireland, the 7th inst. Among the fragments of the vessel Lydia, William Smith, London, was a topsail marked ‘Perceval, sailmaker, Scilly’.”

Morning Post, Monday, 23/3/1835:
“Scilly: A man named Francis Legg and other were walking along the beach on one of the uninhabited islands of Scilly when they picked up a bottle containing a paper with the following written on it “Longitude 33.36. Latitude 47.16. On board the ship Helen of New York, Capt. Butman, all well, James Ronaldson, John Songe, H. Rountree, passengers. Buried yesterday, Jane Hall, of Durham, England. Wednesday, Sept. 10, 1834. Editors publish this.”

Times: 24/7/1837:
“The fair Isle of St. Mary’s Scilly, was frightened out of its propriety on Monday by the arrival of three vessels full of those miserable objects, the disbanded British Legion. The ships put in from stress of weather and want of food for the men. The vessels contained 500 men under the command of Colonel Mackintosh. This arrival gave great alarm to the peaceful islanders, who most carefully barred their doors and bolted their windows. The fellows looked like the most ferocious bandits ever beheld, and, being without money great difficulty was found in obtaining three days food for them. Some of the most prudent, who had little money, clubbed it, and hired a Cowes Sloop, to take them to their destination, whilst others got drunk, and, after fighting, slept in the sheds or the fields during the night. Most of the officers had left the brigs and sloop, and on Wednesday these troublesome customers left the island, to the great joy of the inhabitants.”

From the West Briton.

London City Press, Saturday, 30/3/1861:
“On Saturday, Mr. Payne held an inquest at the Newcastle Tavern, Lower Thames-street, on the body of William Johnson, aged twenty-seven years, a seaman belonging to the Cock-of-the-Walk, of Scilly. On the 1st inst., the deceased was stepping from a boat to a barge, at Nicholson’s wharf, when he fell into the river, and was carried by the tide under the barge and drowned, and the body was not recovered until Friday evening. Verdict, Accidental death.”

Morning Post, Wednesday, 23/1/1867:
“Within the memory of the oldest inhabitant of the Scilly Isles, and some of them are far advanced in life, no weather equal in severity to that which has lately prevailed has been experienced. Snow usually dissolves almost directly it falls, but now it has covered the islands for several days to depths varying from a few inches to three feet.”

Royal Cornwall Gazette, Thursday, 15/8/1867:
“The men who tend the Seven Stones lightship will not be moved from the Islands of Scilly to the mainland, as was contemplated a short time since.”

Cornubian and Redruth Times, Friday, 30/12/1870:
“Scilly: Take Notice! Vessels passing in sight of Scilly may now avail themselves of the new signal-station on Peninnis Head, which is in charge of Mr. Wm. Thomas, late and for many years boarding clerk to Messrs. Banfield and Sons. The station is furnished with a powerful target telescope, on tripod stand; and vessels, either outward or homeward bound, may report themselves by the mercantile code of signals. Mr. Thomas is in attendance daily.”
The Plymouth correspondent of the Pall Mall Gazette writes:
“A fortnight ago a well dressed lad, about 15 years of age, arrived alone and with no luggage at St Mary’s, Isles of Scilly. He was very uncommunicative, but it was ascertained from books in his possession that his name was Barnard Herbert Ross of Napton, near Tenbury, Herts. On Thursday morning he was missed and as a fishing boat had also disappeared it was taken for granted that Ross had gone in the boat and that he had perished, as the weather at sea had been bad. A telegram from Falmouth, however announces that Ross had been landed there by a pilot boat by which he had been picked up 35 miles from Scilly. When found Ross was lying at the bottom of the boat insensible from exposure and want of food. He is now recovering but has not yet stated his motive in attempting his hazardous exploit.”

Edinburgh Evening News, Friday, 22/11/1878:
“John Nance, a licenced pilot at the Scilly Isles, has been committed for trial on a charge of alleged wrecking. On the 23d of October the steamer Ely Rise, of Cardiff, Vickerman, master, was stranded at St. Martin’s Isle, and efforts were made to land the ship’s furniture. The prisoner was engaged, among other, at the work, and it was discovered that goods to the value of between £200 and £300 were carried off. The depredators could not be discovered for a long time, but one night the coastguards stationed at St. Martin’s captured the prisoner on a lonely part of the coast, where, with some others seamen and pilots, he was bearing off a portion of the missing articles. He was arrested, and it is expected other pilots will be taken. The magistrates commented in bitter terms upon the especial enormity of wrecking when carried on by pilots.”

Edinburgh Evening News, Friday, 26/4/1878:
“A bottle has been picked up off Plymouth, containing a paper on which the following words were written in pencil:
‘Schooner Volunteer, of Whitehaven, off Scilly Islands in a sinking condition; three hands lost; send help quick.’
The piece of paper was a portion of a letter on which appeared ‘Vicarage, Blackwater, Hants, in ink. Reference to the Mercantile Navy List for the present year (1878?) shows that there are several vessels named Volunteer, but none registered at Whitehaven.”

*Note: None currently in this publication.

West Briton and Cornwall Advertiser, Thursday, 29/12/1879:
“Scilly: Balloon Post. – A letter-bag from Paris by balloon post has been picked up at Scilly. The letters, which were saturated with water, were dated 29th November. It is possible that these letters were brought from Paris by the balloon which was seen off the Eddystone on the evening of Nov. 29th. The letters picked up at Cadgwith were dated November 28th, but it is not improbable that some of the letters in the balloon bore the date they were dispatched from Paris.”

Cornishman, Thursday, 3/6/1886:
“The foundation-stone of the lighthouse, to be erected at Round Island, to the north of Scilly group, has been laid by Lady Douglass, wife of Sir James Douglass, chief engineer of Trinity-house, London, in the presence of Sir James and a select circle of friends. The building of this structure will be under the superintendence of Mr. W. T. Douglass, resident engineer of the works now being executed at the Bishop lighthouse. Workshops and barracks for the workmen have already been erected on Round Island.”

Cornishman, Thursday, 7/2/1889:
“A very important addition to the pier at St. Mary’s, Islands of Scilly; a lengthening by 150 feet, the securing of deeper water as well as more loading and unloading space, &c. – is so far in hand that a survey has taken place and a plans are drawn. The work will not be commenced until after the next mackerel season.”

Western Gazette, Friday, 23/12/1898:
“From St. Mary’s, Isles of Scilly, on Monday evening it was noticed that the Bishop Rock Lighthouse was nearly half-an-hour late in showing its light. Later on urgent signals were flashed from it. The relief boat was not, however, able to visit the rock until Tuesday, when it was found that Principle Keeper Ball was missing. His last entry in the log was three o’clock, and he failed to call his comrades at 3.40. When they awoke at four o’clock they could not find Ball. It is believed that while walking on the gallery he fell into the sea.”

Cornishman, Thursday, 8/8/1901:
“John Gossev, aged 21 years, A. B. of HMS Diadem, was buried with full naval honours at St. Mary’s, Islands of Scilly, on Wednesday. The corpse was drawn on a gun-carriage by his shipmates. The coffin was covered with the Union Jack, on which were several nice wreaths. There was a firing party in command of Lieut. Bird. The band played the Dead March. Blinds were drawn on the route of march. This is the first naval funeral seen on the islands.”
Cornishman, Thursday, 20/2/1902:
“Captain Anderson, the diver, is engaged in removing some large flat rocks from the harbour near the side of the quay. These have been in evidence for so time, and fears were entertained that the steamers grounding on them might sustain more damage from straining.”

Cornishman, Thursday, 29/7/1909:
“The new lifeboat, for St. Agnes was built by the Thames Ironworks Company, is of the Watson type, 38 feet long by 9 feet 4 inches broad; she rows 10 oars, and is fitted with a drop keel. The boat bears the same name 'Charles Deere James', as the one she replaces.”

Western Times, Tuesday, 29/1/1918:
“A sensation was caused at Penzance and the Scilly Islands on Saturday by the news that Mr. Percy Chirgwin, a well known Cornish trader, had been knocked overboard by a big sea whilst on a drifter proceeding from Scilly to Penzance. The drifter had reached about two miles from Peninnis Head, when a big sea struck her and Mr. Chirgwin who was on the deck fell overboard in the great lurch that the steamer made. In a few minutes he was rescued, but succumbed to shock.”

Cambridge Daily News, Friday, 27/2/1920:
“Three aeroplanes which started from Shotwick, near Chester, on Saturday last, to fly to Baldonnel, near Dublin, are missing. A machine which came down in the sea 65 miles’ south-west of the Scilly Isles on Saturday afternoon is believed to be one of the missing planes. The pilot was drowned. There is no news of the other two aeroplanes.”
**Allied Losses**

**13/10/1939.** 1830hrs. Short Sunderland I N9045 KG-J of 204 Squadron from RAF Mount Batten force landed in the Isles of Scilly during a gale owing to a lack of fuel, with seas of 50 feet the port wing float tore off. Using two engines the aircraft was taxied towards a ship seen nearby before all four engines cut out. Six men were sent onto the starboard wing to maintain balance and an SOS was sent to the ship by radio and Aldis lamp. Nine of the crew then left in rubber dinghies and were picked up by the ship’s boat, which had been lowered earlier. The aircraft listed to 45 degrees and an SOS was sent out. The Sunderland collided with the aircraft which sank immediately. The rescued airmen were transferred to *HMS Icarus* and landed at Plymouth after the destroyer had completed its patrol. The Sunderland crew comprised of F/L Ernest Leslie Hyde DFC 371790, P/O William Henry T Castle, A/C Stringer, A/C Dark, A/C Perry, 547593 A/C D S Lloyd, A/C Hosking, A/C Athins, A/C Arundell, A/C Marles, Lt Carron and W/O Haley.

**5/2/1940.** Short Sunderland I 204 Squadron RAF Mount Batten, Plymouth, returning from operations bumped on landing at St Mary’s, Isles of Scilly and struck two swells and the float struts collapsed.

**21/8/1940.** Five Junkers Ju88’s bombed the Radio Direction Finding station on St. Mary’s, Isles of Scilly.

**26/10/1940.** 1630hrs Supermarine Spitfire Ia X4355 AZ-? 234 Squadron St Eval, flown by 41944 P/O Edward Brian Mortimer-Rose force landed at Tremearne Farm, Breage, near Porthleven after a combat with a Junkers Ju88 off Land’s End, his aircraft was not damaged but the Ju88 was claimed as probably destroyed.

**3/6/1941.** De Havilland Dragon G-ACPY left the Scilly Isles at 1700hrs and has not been heard of since. The DH84 was shot down by a Heinkel He111H-4 of 1/KG28 circa 1650hrs. There were five members of the Leggitt family and the pilot Captain W D Anderson on the aircraft. They were missing presumed killed, after extensive searches by air and sea.

**11/7/1941.** Vickers Wellington VIII W5631 DF-T 221 Squadron RAF St. Eval on return from an Anti-Submarine patrol was in communication with base and was plotted in the vicinity of the Isles of Scilly. Contact was suddenly lost and information received that an aircraft had exploded in mid-air near the islands. It was thought that an enemy fighter had shot the Wellington down. A search by British fighter aircraft from RAF St. Eval failed to find any trace of the Wellington or its crew of six. F/O I CM Sanderson 77042 (Argentinean) P/O R Edwards 84917, P/O D H M Jack 88692, Sgt. L P MacDowell 978205, Sgt. V S Payne 975776 and Sgt. R G W Perkins 977815.

**15/10/1941.** Hawker Hurricane I of 87 Squadron on detachment to RAF St. Mary’s, Isles of Scilly suffered an engine cut and belly-landed at St. Mary’s.

**22/10/1941.** 1055 Armstrong Whitworth Whitley T4329 612 St. Eval Ditched 75 miles SW of the Isles of Scilly.

**1/12/1941.** Bristol Beaufighter R2275 600 Predannack Crashed in sea 18 miles NW Lands End.

**4/2/1942.** Supermarine Spitfire Vb AD412 NN-? 310 Squadron RAF Perranporth. Missing on patrol off Land’s End.

**28/5/1942.** Short Sunderland W4020 10 RA AF Mount Batten Blown onto rocks while moored IOS.

**4/6/1942.** 1615hrs De Havilland Tiger Moth N6598 of 1 Overseas Aircraft Dispatch Unit, RAF Portreath on taking off from St. Mary’s aerodrome Isles of Scilly for the return journey ditched in the sea near Porthlick Head, Isles-of-Scilly. The two occupants saved having been rescued by the RAF.

**10/6/1942.** 1204hrs. De Havilland Tiger Moth N6619 of the Station Plight RAF Portreath crashed on Porthlick Moors, Isles-of-Scilly. The pilot is safe and the aircraft is only slightly damaged.

**13/6/1942.** Hawker Hurricane X 1449 Flt St. Mary’s, Isles of Scilly was abandoned 30 miles NE of St. Mary’s when the engine caught fire.

**19/6/1942.** Bristol Beaufighter Ic T5156 ND -? 236 Squadron RAF Predannack. Flew into the sea while on a shipping escort 10 miles SSW of the Scilly Isles.


**6/8/1942.** Vickers Wellington BM661 of 1 Overseas Aircraft Dispatch Unit at RAF Portreath suffered an engine fire on route to Gibraltar and ditched 15 miles southwest of the Isles of Scilly.

**19/8/1942.** 2330 Armstrong Whitworth Whitley Z9524 S8 Chivenor Ditched between Scillies and Land’s End.

**27/8/1942.** Lockheed Hudson T9438 1404Flt St. Eval Force landed St Mary’s Isles of Scilly.
29/9/1942. 1830hrs Vickers Wellington HF921 ‘M’ of 311 Czech Squadron based at Talbenny, Wales ditched 10 miles S of Land’s End. S/L J Sejbl (Pilot); Flight Sgt V Kubalik (Pilot); F/O K Slama (Pilot) and Sgt J Bajer (WOP) were rescued suffering from shock and exposure. Sgt J Stern (Air Gunner) was rescued injured, but P/O P Friedlander (Air Gunner) missing.
27/11/1942. Vickers Wellington II W5550 of 104 Squadron on delivery to the squadrons base at RAF Luqa, Malta ditched off the Isles of Scilly.
4/1/1943. “The body of an American Airman was washed ashore at Tresco, Isles of Scilly.
27/1/1943. 1659hrs. Armstrong Whitworth Whitley V Z6875 JL-P of 10 Operational Training Unit RAF St. Eval suffered engine problems on patrol and attempted to land at St. Mary’s, Scilly Isles but overshot hit a belt of trees and crashed at Lambstone.
10/2/1943. Lockheed Hudson III V8986 of 1404 Flight RAF St. Eval failed to return from a position 30 miles SE of the Scilly Isles.
26/3/1943. 1320hrs. Boulton Paul Defiant TT II DR948 of 286 Squadron Filton, Bristol, stalled into Pelliast Bay, St. Mary’s, Isles of Scilly, during drague towing operations. The crew of two killed.
14/4/1943. 225hrs. Avro Lancaster I ED703 QR-? 61 Squadron based at RAF Syerston, Nottinghamshire ditched 35 miles SW of the Scilly Isles returning from an operation to La Spezia, Italy. The seven-man crew were brought ashore at St. Mary’s.
16/5/1943. 1115 Short Sunderland T9109 461 RAAF Pembroke Dock Damaged on submerged rock, Isles of Scilly.
30/5/1943. 2120 Armstrong Whitworth Whitley Z9440 10 O.T.U St. Eval Ditched 64 miles WNW, Isles of Scilly.
30/5/1943. 2315hrs. The crew of a Supermarine Walrus were rescued from the sea by a Motor Launch 25 miles NNE of the Scilly Isles. There were no casualties.
1/6/1943. Supermarine Walrus W3026 of 276 Squadron detachment at RAF Portreath ditched and later sank under tow 10 miles NE of the Isles of Scilly.
14/6/1943. Hawker Hurricane AM295 1449Flt St. Mary’s Abandoned over sea 26 miles S of the IOS.
17/6/1943. Spitfire. While on convoy patrol off the Isles of Scilly a Spitfire V of 412 Squadron Royal Canadian Air Force was shot down by a North American Mustang of 414 Squadron Royal Canadian Air Force. The Spitfire’s pilot, Pilot Officer W Powell was killed. A Spitfire then shot down the Mustang flown by Flying Officer Frederick L Vaupel.
23/6/1943. 1330hrs. Boulton Paul Defiant TT I DR948 NW-R of 286 Squadron detached to RAF Portreath for Target Towing duties crashed in Pelliast Bay, St. Mary’s, Isles of Scilly. The aircraft was smashed and partly burnt out the pilot died and the airgunner was seriously injured.
12/8/1943. 1150hrs. Hawker Hurricane I Ib Z3658 VD-E of 1449 Flight based St. Mary’s, Isles of Scilly collided with the foremast of HMS Scillonian tearing a wing off and crashed in the sea 16 miles NE of the islands. The aircraft caught fire, sank immediately, pilot F/Sgt. T B Hunter missing.
18/8/1943. 0648hrs. Handley Page Hampden AT135 GX-S of 415 Squadron RCAF based at RAF Thorney Island, Hampshire had an engine fail off while on an Anti-Submarine patrol crashed into the sea 8 miles W of the Isles of Scilly, the aircraft was a total loss, crew of four were rescued.
24/8/1943. A return shuttle mission by 60 Boeing B-17’s flying from North Africa to England bombed Bordeaux-Merignac airfield, France enroute. Three aircraft were lost to mechanical failure including B-17 ‘Lulu Belle’ of the 385th Bomb Group. The crew managed to ditch in the sea off Land’s End and 8 of the 12 crewmen were rescued, two drowned while trying to swim to a life raft dropped by the RAF and the other two died from exposure.
26/8/1943. 1645hrs. Short Sunderland III JM711 of 308 Flying Training Unit based at Pembroke Dock, Wales struck a small boat with its port float on landing in the Isles of Scilly after a ferry flight.
12/10/1943. DeHaviland Tiger Moth DE344 1449Flt St. Mary’s Isle of Scilly Crashed on take off.
5/12/1943. 1815hrs. Boeing B-17F 42-30350 of the 388th Bomb Group 563rd Bomb Squadron based at Knettishall, Norfolk returning from a mission to Bordeaux, France ditched out of fuel. All 10 crewmen were rescued 5 miles SW of the Isles of Scilly (Captain Robert W Meyers).
21/12/1943. Hawker Typhoon JR211 193 Harrowbeer Crashed in sea 30 miles S of Land’s End.
23/12/1943. 0121hrs. Vickers Wellington Ic W5714 of 15 Operational Training Unit based at RAF Hamptonse Norris when on a night navigational exercise became lost. The aircraft was presumed to have crashed into the sea W of the Isles of Scilly. F/O D E Raymond RCAF, Flight Sgt. G A Hebblewhite RAAF, Sgt. C Griggs, Sgt. A CR Miles and Sgt. F W Mittonette are missing the body of F/Sgt. A Lipshitz DFM was recovered.
23/12/1943. 2200hrs. Short Sunderland III DD836 of 228 Squadron based at Pembroke Dock, Wales made a forced landing in the Scilly Isles while returning from operations with damage to the port outer engine. The aircraft drifted into a small boat damaging an aileron causing damage.
27/12/1943. 1935hrs. Short Sunderland III EK581 of 423 Squadron RCAF damaged its port float & engine on landing at St. Mary’s, Scilly Isles on return from operations.

27/12/1943. Short Sunderland III EJ137 of 201 Squadron was on patrol in poor weather when it was hit by a ships cannon and landed in the Scilly Isles. The aircraft was towed to St. Mary’s for repairs.

24/1/1944. Short Sunderland III DD836 of 228 Squadron based Pembroke Dock, Wales was using the Isles of Scilly as a forward operating base. The aircraft was moored out and during a gale the port float broke away and the aircraft sank. The aircraft was officially struck off charge on 29/2/1944.

28/1/1944. A Hawker Hurricane XI BW949 of 1449 Flight based at St. Mary’s, Isles of Scilly crashed in the sea off the islands while on approach to land.

6/2/1944. 1430hrs De Havilland Tiger Moth DE808 based at RAF St. Mary’s Isles of Scilly force landed at Land’s End Aerodrome, St. Just. The aircraft was intact and the pilot safe.

23/2/1944. 2240hrs. Consolidated Liberator GR V BZ777/G aircraft G of 547 Squadron based at RAF St. Eval crashed at Old Town, St. Mary’s, Isles of Scilly. The pilot F/O T G Dixon died but his crew of seven and a passenger survived.

27/4/1944. 1000hrs. Seven crewmen from Handley Page Halifax II JD176 W of 58 Squadron based at St. David’s, Pembridgehire, Wales; having ditched were rescued from the sea 10 miles NE of the Isles of Scilly.

10/6/1944. Short Sunderland III ML748 of 461 Squadron Royal Australian Air Force based at Pembroke Dock, Wales; diverted to St. Mary’s, Isles of Scilly sustaining battle damage while on Anti-Submarine patrol but was further damaged by heavy seas on landing. The crew were taken off and the aircraft sunk by gunfire.

17/1/1945. 1705 Airspeed Oxford T1388 St. FIt Elsham Wolds St. Mary’s, Isles of Scilly.

21/1/1945. De Havilland Mosquito NFIXIX TA439 of 1 Overseas Aircraft Despatch Unit crashed into the sea SW of the Isles of Scilly from 1500 feet, possibly due to icing or anoxia due to failure of the oxygen system.

21/2/1945. 0545hrs. Short Sunderland III ML770 of 228 Squadron based at Pembroke Dock, Wales was taxing back to the flare path at St. Mary’s, Isles of Scilly after an Anti-Submarine patrol when it struck a rock and was damaged.

24/02/1945. 1050 Douglas Dakota 42-100976 US ATC Saltby Crashed St. Mary’s airfield, IOS.

German Losses

8/7/1940 Junkers Ju 88 - Shot down 25 miles SE of Land’s End.


8/2/1941 2100 Arado Ar 196 - 5/196 Shot down 5 miles S St. Mary’s, Scilly Isles.

18/6/1943 Blohm und Voss Bv 138 - Shot down off Scilly Isles.

24/5/1941 Dornier Do 18 - Shot down N of Scilly Isles.

18/7/1941 1841 Heinkel He 111 3451 1T+FK 2/KG28 Shot down in sea off the Scillies.

18/7/1941 Heinkel He 111 - 3641 2/KG28 Shot down over the Isles of Scilly.

16/8/1941 Heinkel He 111 - 8/KG40J Shot down in sea S of the Isles of Scilly.

23/9/1941 Heinkel He 111 - 5396 TG+KA We Kust 2 Shot down in sea 270 miles off Land’s End.

4/2/1942 Junkers Ju 88 - Shot down 65 Kms off Scillies.

21/10/1941 Messerschmitt Bf 110 2237 4U+YL 3[F]123 Shot down 30 miles SE of the Scillies.

21/10/1941 0530 Heinkel He 111- 3/KG40 Shot down in sea 25 miles off Land’s End.


30/7/1942 Heinkel He 111 - 7544 A1+GR 7/KG52 Shot down in sea 42 miles W of Land’s End.

8/10/1943 Messerschmitt Bf 110 180010 S9+SP SKG210 Shot down 100 miles SW of Scillies.

8/10/1943 Messerschmitt Bf 110 6396 S9+BC SKG210 Shot down 100 miles SW of Scillies.

8/10/1943 Messerschmitt Bf 110 180113 S9+EM SKG210 Shot down 100 miles SW of Scillies.

8/10/1943 Messerschmitt Bf 110 6395 S9+BP SKG210 Shot down 100 miles SW of Scillies.

8/10/1943 Messerschmitt Bf 110 6393 S9+SP SKG210 Shot down 100 miles SW of Scillies.
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[1] – At least five spellings found so far; Cloudesley (this publication), Cloudisley, Cloudesly Cloudesley & Cloudisy.

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261
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Appendix I

Identified Vessels
Incidents in Date Order
(c. 1620 Entries)

1300 to 1599

SEINTE MARIA DE CORONADO [1354] (Impounded)
BLACK ROCK WRECK [c.1550] (TL)
SQUIRRILL [9-10/9/1585] (TL)
BARTHOLOMEW [16th Century] (TL)
ST. BARTHOLOMEW [22/2/1597] (TL)
ADVICE [14/7/1599] (TL)

1600 to 1699

FLYING JOAN [1617] (TL)
SUPPLY [1617] - (PTL)
SUPPLY (James) [1619]
SUN [1620] (TL)
ANGEL [1623] (TL)
JONAS [3/6/1631] (TL)
ST. MARY and FRANCIS [2/6/1631] (TL)
GIFT OF GOD [24/3/1635] (TL)
SWANN [1639] (FFU)
MERCHANT ROYAL [23/8/1641] (TL)
JOHN [24/7/1645] (TL)
PROSPEROUS SUSAN [29/3/1649] (TL)
ROYAL JAMES [1650] (Captured)
PRIMROSE [1656] (TL)
ROYAL OAK [18/1/1665] (TL)
ENDEAVOUR [1666] (TL) - Possibly
DOVER [22/12/1667] (TL)
HIND [11/12/1667] (TL)
LITTLE SUN [1667] (TL)
REVENGE [30/11/1674] (TL)
SHAFTSBURY [1678] (TL)
PHOENIX [11/1/1680]
GOLDEN LION [1681] (TL)
PRINSES MARIA [2/1686] (TL)
Diligente [12/5/1694] (WL)

1700 to 1749

ASSOCIATION; EAGLE; ROMNEY & FIREBRAND [22/10/1707] (4XTL)
EAGLE [22/10/1707] (TL)
FIREBRAND HMS [22/10/1707] (TL)
PHOENIX [22/2/1707] (DNR)
ROMNEY [22/2/1707] (TL)
KINGSTON [4/1708] (TL)
PEARLE [c.12/6/1717] (TL)
HESTER [5/2/1721] (TL)
MARY [14/12/1721] (TL)
WILLIAM & MARY [22/1/1727] (TL)
STAVELY [c.1728] (TL)
MORNING STAR [1730] (TL)
ANNE AND MARY [2/12/1732] (TL)
GREYHOUND [1735] (TL)
NIGHT HAWK [c.4/1/1735] (TL)
PROVIDENCE [c.11/1/1735] (TL)
FLYING FISH [1736] (TL)
TRIUMPH [9/10/1736] (TL)
ENDEAVOUR [1737] (TL)
BETSY [20/11/1737] (TL)
DIANA [11/1738] (TL)
DILIGENCE [30/12/1738] (TL) (Plundered)
WILLIAM & ELIZABETH [1/1739] (TL)
CUSTOMS Report – [23/2/1739]
GRIFFIN [c.26/5/1739] (TL)
MERMAID [30/12/1739] (TL)
ST. JOSEPH [30/12/1739] (TL)
HANNAH [1/1740] (TL)
JANE [1/1740] (TL)
NORTH CAPE [31/1/1740] (DNR)
MARIGOLD [1741] (TL)
MARGARET & SARAH [9/3/1742] (TL)
NANCY [9/3/1742] (TL)
ANNE [10/1742] (TL)
MARIA ADRIANA [1743] (PTL)
NANCY [14/1/1743] (Sal)
CATHERINE [c.21/3/1743] (TL)
HOLLANDIA [13/7/1743] (TL)
VICTORY [c.10/1744] (PMR)
PHOENIX [8/8/1745] (Sal) (TL)
DRAPER [19/9/1745] (TL)
THELMA [1748] (TL)
SEA FLOWER [24/2/1748] (TL)
LIZARD [c.5/3/1748] (TL)
RANGER [7/1749] (TL)

1750 to 1774

JOHANNA [20/4/1751] (TL)
BRITANNIA [15/11/1753] (TL)
GRANVILLE [6/12/1754] (DNR)
NEPTUNE [25/4/1755] (TL)
PROVIDENCE [29/8/1755] (TL)
INDUSTRY [30/4/1756] (TL)
HAPPY JENNET [12/1756] (TL)
CRAVEN [6/5/1757] (TL)
ELIZABETH [27/7/1757] (TL)
PROSPEROUS [c.11/12/1757]
FRIENDSHIP [26/1/1758] (TL)
FURNACE [20/1/1758] (PTL)
GRACIA DIVINA [25/10/1758] (TL)
VENETIAN [2/11/1758] (TL)
HAMPTON [12/1758] (PTL)
SCIPIO [22/12/1758] (TL)
ST. VINCENT FAREA [1/1759] - See Vincento Farea.

VINCENTO FAREA [1/1759] (TL)
ANNA DI ADRIANA [23/2/1759] (TL)
FORTUNE [28/2/1759] (TL)
PRETTY PEGGY [12/3/1759] (PTL)
POWNALL [16/10/1759] - (TL)
SPEEDWELL [18/10/1759] (TL)
ANNA MARIA (DE) [17/1/1760] (AD)
MARY [4/1760] (TL)
EAGLE [6/1760] (Prize)
WINCHELSIA [9/1760] (AD) (Sal?)–
NOSTRA SENORA DE MURIEL [11/1760] (TL)
OCEAN [1763] (PTL)
VENUS [18/1/1763] (PTL)
EUROPA [22/3/1763] (TL)
GALLAWAY [26/7/1763] (TL)
DUKE OF CUMBERLAND [17/2/1764] (TL)
TRUE BRITON [28/10/1764] (TL)
EAGLE [7/12/1764] (TL)

264
1800 to 1824

WILLIAM [17/1/1800] (PTL)
MERCURY [21/5/1800] (Sal)
MELANTHO [13/1/1801] (Sal)

THOMAS & WILLIAM [30/1/1801] (TL)
DUCKFIELD HALL [2/1801] (Col)
ESPERANCE [2/11/1801] (TL)
SISTERS [9/12/1801] (TL)
TWO SISTERS [12/1801] (TL)
VOLTIGUER – [Incident, 12/1801] (DNR)
FRANCISCO [1802] (TL)
FORTUNE [13/2/1802] (TL)
TRITON [13/5/1802] (TL)
MOTHER [7/1802] (DNR)
LA CALIPSO [1803] (TL)
CAROLINE [25/1/1803] (TL)
CALIPSO (L) [6/1803] (PTL)
MARY & BETSEY of Scilly [9/1803] (AD) (Sal)
LOYALTY [1/11/1803] (TL)
PROVIDENCE Incident [12/1803] (TL)
RAVEN [6/1/1804] (MR)
QUICKSILVER [30/5/1804] (TL)
EXCHANGE [20/6/1804] (TL)
WILLIAM [6/1804] (DNR)
MAYFLOWER [c.10/1804] (TL)
ACTIVE [24/12/1804] (TL)
ANGELINA [25/12/1804] (DNR)
PADSTOW [4/12/1804] (TL)
STAG [21/12/1804] (DNR)
HARVEY [1805] (TL)
BETTERLUSTYSTILL [1/1805] (DNR)
FRIENDS [1/1805] (DNR)
UNION [1/1805] (TL)
HENRY [5/1/1805] (FFU)
PRICE [1/1805] (DNR)
PRINCE [1/1805] (DNR)
JANE [22/3/1805] (DNR)
MARTHA [3/1805] (DNR)
GOVERNOR MILNE [11/1805] (TL)
PERSEVERANCE [14/11/1805] (PTL)
LA BRAVE [1806] (TL)
HOPE [2/1806] (DNR)
LONDON PACKET – See Hope 11/2/1806
BETSY [17/4/1806] (TL)
BRAVE [12/4/1806] (TL)
LA’ALEXANDRE – [4/5/1806] (DNR)
ST. FRANCIS APOLLO [4/11/1806] (DNR)
VIRGINIA DEL CARMEN (L) [9/12/1806] (TL)
SIGNORA CARMINA [1807] (TL)
JOHN & ELIZABETH of Scilly [9/1/1807] (TL)
DUCK [3/1807] (DNR)
MARY [6/3/1807] (TL)
CATHERINE [4/1807] (DNR)
THETIS – Incident c.4/1807
NORTHUMBERLAND [30/5/1807] (TL)
CATHERINE [7/1807] (Incident)
HOPE [7/1807] (PTL)
KATHERINE [7/1807] (Sal) – See Catherine
ANN [15/11/1807] (TL)
Hazard [20/11/1807] (TL)
TAMAR or TAMER [15/11/1807] (TL)
UNITY [20/11/1807] (TL)
HARRIET & ANN [22/12/1807] (TL)
PROVIDENCE [12/1807] (DNR)
SWALLOW [22/12/1807] (TL)
COURIER [c.1/1808] (TL)
HEART OF OAK [1/1808] (DNR)
SWALLOW [1/1808] (TL)
SPRAYCOMBE [2/1808] (PTL)
ST. PATRICK [4/1808] (DNR)
SUSANNAH [10/1808] (DNR)
SUMMER [18/11/1808] (DNR)
BETSEY [c.12/1808] (TL)
TOMANTO [1809] (M) (PTL)
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**1825 to 1849**

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268
ELIZABETH [3/1833] (TL)
STAG of Scilly [6/1833] (TL) (LV)
JOSEPH [18/11/1833] – Wrong identification see Searcher.
SEARCHER [18/11/1833] (TL)
BROTHERS [17/12/1833] (DNR)
FAIRY QUEEN [24/1/1834] (DNR)
MARY [3/1834] (TL)
UNION of Scilly [19/7/1834] (LV)
ELIZABETH AND MARY [26/10/1834] (DNR)
AGENORIA [11/1834] (DNR)
JULIA [31/12/1834] (DNR)
LOYAL WILLIAM [23/12/1834] (DNR)
MERCURIOUS [19/1/1835] (TL)
GLENALADALE [27/7/1835] (DNR)
EXPERIMENT [9/1835] (DNR)
FLOWER OF EDINBURGH [12/1835] (AD) (TL?)
MALTA [24/12/1835] (TL)
BROTHERS [2/1836] (AD)
FAME [4/2/1836] (AD) (TL)
PROSPEROUS [27/3/1836] (TL)
BASSENTHAITE [7/4/1836] (TL)
TRAVELER [4/1836] (DNR)
JONG LOUIS [5/1836] (DNR)
RECOVERY [5/1836] (PTL) (RNR)
EXPERIMENT [12/10/1836] (Sal)
JOHN DUNLOP [c.10/1836] (PTL)
MINERVA [13/10/1836] (TL)
SCOTIA / EXCHANGE [11/1836] (DNR)
ALEXANDER [12/1836] (TL)
ALBION [25/12/1836] (TL)
EDWARD CHARLTON 20/12/1836 (TL)
ELIZABETH [25/12/1836] (TL)
HAZARD [28/12/1836] (AD)
MARY ANN [29/12/1836] (TL)
SARAH [26/12/1836] (Sal)
JANET of Scilly [1/1837] (PTL) (LV)
MARY HALL [1/1837] (TL)
ADA of Scilly [3/1837] (Incident)
AQUILA [4/1837] (DNR)
THETIS [4/1837] (PTL) (RNR)
GOLDEN SPRING [16/5/1837] (DNR)
PENSHER [9/1837] (DNR)
CHERUB of Scilly [29/10/1837] (TL) (LV)
FLY [2/12/1837] (TL)
GEORGE LOCKWOOD [19/12/1837] (DNR)
CATHERINE O'PLANAGHAN [14/2/1838] (PTL)
COLUMBIAN [2/1838] (DNR)
CYGNET [2/1838] (TL)
ENTERPRISE [15/2/1838] (DNR)
L'AMILIA [24/2/1838] (TL)
PROVIDENCE [2/1838] (AD)
TWEED GREEBROEDERS (TWEED BROEDERS) [1/2/1838] (DNR)
VICTORIA [14/2/1838] (TL)
ZORGEN VLYT [14/2/1838] (DNR)
CORDELIA [3/1838] (PTL)
FIFE [2/3/1838] (DNR)
KATE [3/1838] (DNR)
L'AMILTA [3/1838] (DNR)
LYON [3/1838] (DNR)
SPENCER [4/1838] (TL)
DEUX SOEURS [26/5/1838] (PTL)
OSIRIS [25/5/1838] (PTL)
RANGER of Scilly [17/6/1838] (LV)
LARKINS [11/1838] (Incident)-
PACQUEBOT DE CAYENNE [27/11/1838] (TL)
ANTHONY [17/12/1838] (TL)

LOUISA HANNAH [22/2/1839] (TL)
SWIFT of Scilly [2/1839] (TL) (LV)
SOLACE [27/3/1839] (TL)
HOPE [6/9/1839] (TL)
THEODORICK [4/9/1839] (TL)
MAY [5/10/1839] (TL)
WILLIAM [4/10/1839] (DNR)
ST. VINCENT [7/12/1839] (TL)
SACKVILLE [19/12/1839] (TL)
PROVIDENCE [1840]
JANE & ELLEN [23/2/1840] (PTL)
LADY LOUISA [2/2/1840] (TL)
SYMMETRY [4/2/1840] (TL)
LOUISE GABRIELLE (LA) [2/3/1840] (TL)
SPRITELY, Murder at Sea, [c.4/1840]
FLYING FISH [10/1840] (DNR)
ALBION [11/1840] (PTL)
MARIA [20/11/1840] (PTL)
NERINA [18/11/1840] (TL)
ALONZO [14/12/1840] (DNR)
HESPERIA of Scilly [12/1840] (LV)
ONION [11/12/1840] (DNR)
PLENTY [3/12/1840] (TL)
SISTERS [12/1840] (PTL)
WATERLOO [25/12/1840] (TL)
WILLIAM & MARIA [18/12/1840] (Col) (TL)
PENZANCE PACKET [1/1841] (AD) (TL)
THAMES [4/1/1841] (TL)
ROSE of Scilly [3/1841] (Col) (TL)
FANNY [c.28/5/1841] (AD) (Sal)
MARY ANN [9/1841] (TL)
ANN [28/10/1841] (DNR)
CITY OF EDINBURGH [9/11/1841] (PTL)
HERO [12/1841] (PTL) (RNR)
WILLIAM PRESTON [12/2/1842] (TL)
BRIGAND [12/10/1842] (TL)
SHERIA [12/1842] (DNR)
BERYL (BERRYL) [19/1/1843] (Sal)
DOURO [28/1/1843] (TL)
EMMA [13/1/1843] (PTL)
SARAH & JANE [21/1/1843] (AD)
DUCHESS OF KENT [20/2/1843] (DNR)
THADDEUS [3/1843] (TL)
INDEPENDENCE [4/1843] (DNR)
NICOLINE [4/1843] (Col) (TL)
BYKER [c.24/5/1843] (PTL)
CHALLENGER [21/11/1843] (TL)
VESPER [1/5/1844] (PTL)
MRY & ELIZABETH or MARY & ELIZA [10/1844] (TL)
CATO [11/1844] (AD) (PTL)
DEFIANCE [5/11/1844] (TL)
NICKERIE [21/11/1844] (TL)
THEMIS [12/3/1845] (TL)
HERALD [9/5/1845] (DNR)
JOHN ESDAIL [1/12/1845] (Sal)
JOE / OCEAN [15/11/1846] (Col) (TL)
LEONIE [5/11/1846] (DNR)
DOSSIETEI [21/2/1846] (Sal)
EDDYSTONE TENDER [3/10/1846] (TL)
OCEAN [c.10/1846] (TL)
REBECIA [14/12/1846] (AD)
WILHELM [c.18/9/1847] (Col) (TL)
LADY FLORA [11/1847] (PTL) (RNR)
LADY KENNAWAY [11/1847] (AD) (PTL)
EAGLE [18/1/1848] (TL)
TANCRED [3/5/1848] (AD) (TL)
GIJPSY [1/7/1848] (TL)
CAROLINE [29/9/1848] (TL)
CHARLOTTE [25/12/1848] (TL)
1850 to 1874

WOOPDECKER [1/2/1850] (TL)
CALLIOPE [30/10/1850] (TL)
LORD KEANE [10/1850] (TL)
SUSAN [12/1850] (DNR)
NEW COMMERCIAL [c.1851] (TL)
ALEXANDRO IL GRANDE [1/1/1851] (PTL)
AMETHYST [23/4/1851] (TL)
VIVID of Scilly [4/1851] (LV) (AD)
AMERSON Incident [11/5/1851] (Col)
Plymouth Packet [13/6/1851] (TL)
SAN GERGIO [14/9/1851] (Sal) (PTL)
ANNA MARGRETA [7/1/1852] (PMR)
AGNES EWING – [1/1852] (TL)
AMAZON [4/1/1852] (TL)
LACTURA, LECTURA or LACTINA [9/1/1852] (Col) (TL)
FOAM [16/4/1852] (TL)
JANE [c.27/4/1852] (TL)
MARY HAY [13/4/1852] (TL)
RENEW [15/4/1852] (TL)
ELIZABETH [11/8/1852] (TL)
SARRI [10/2/1852] (TL)
FAIR KATHLEEN [24/11/1852] (DNR)
ABEONA [12/1852] (PTL)
LADY OF THE WEST [12/1852] (TL)
SARAH [26/1/1853] (TL)
CHARLES [5/2/1853] (AD) (PTL)
WAVE of Scilly [2/1853] – (AD) (LV)
ANN & JANE [3/5/1853] (DNR)
DUNCAN RICHIE [28/3/1853] (DNR)
SULTANA [24/3/1853] (TL)
FRIENDS [4/1853] (DNR)
AMBASSADOR [12/6/1853] (TL)
HOPE [7/1853] (TL) (Sal)
LA POROCHE / KERSVEGEN [2/7/1853] (Col) (TL)
FINGALTON [c.28/8/1853] (DNR)
DE VREDE [2/11/1853] (DNR)
ADVENA [3/1854]
AMERICA [2/2/1854] (TL)
CATHERINE [8/2/1854] (AD) (TL)
ALBION [2/1854] (TL)
BELINDA [27/6/1854] (TL)
EUROPA [6/1854] (TL)
PROVIDENCE [3/7/1854] (PTL)
MERLIN of Scilly [c.9/1854] (TL) (LV)
ALAMODE [20/2/1855] (AD) (PTL)
LADY MONA [18/2/1855] (DNR)
LIBOURNAIS or SIBOURNAIS [19/12/1855] (TL)
SIBOURNAIS [19/2/1855] (Sal) (TL)
ROSVELLERIE [3/3/1855] (TL)
PRICE of Scilly [31/7/1855] (TL)
DIAMOND [30/10/1855] (TL)
CHIEFTAIN [1856] (PTL)
SILURA of Scilly [3/1/1856] (TL) (LV)
LION of Scilly [2/2/1856] (LV) (TL)
LADY RAGLAN [c.31/3/1856] (RNR)
MENTOR [11/5/1856] (TL)
CUSTOS [28/8/1856] (TL)
MARIA WHITFIELD [19/11/1858] (TL)
CONDOR / BEECHER STOWE [12/1856] (Col) (TL)
FREDICK WILHELM IV [14/1/1857] (Sal)
HERO [23/1/1857] (PTL)

VELOX [21/3/1857] (TL)
VOLUNA [1/6/1857] (TL)
WESTERN STAR / Unknown Barque [29/8/1857] (Col) (TL)
ELSPETh [21/9/1857] (TL)
KINGSTON [3/1858] (DNR)
ROYAL BRIDE [7/5/1858] (PTL) (RNR)
CLYDEVALE [15/9/1858] (DNR)
ALBION [18/11/1858] (TL)
CUBA SS [c.11/1858] (TL)
LANGPORT [11/1858] (TL)
CAURINUS [1859] (AD) (PTL)
JANE [2/1859] (PTL)
FAME [27/4/1859] (TL)
ARIADE of Scilly [11/1859] (LV) (TL)
DUKE OF WELLINGTON [19/11/1859] (TL)
ALICE [12/1860] - Salvage Inquiry
ADELINE [30/1/1860] (TL)
BRITISH QUEEN of Scilly [31/12/1859] (PTL)
CONRAD [1/1860] (Incident)
YRCA [2/4/1860] (TL)
OSVETITEL [14/7/1860] (TL)
AURORA [19/8/1860] (TL)
PUNJAUB [14/9/1860] (TL)
EMPIRE [26/11/1860] (TL)
RAPID [27/11/1860] (TL)
ELIZABETH [12/1860] (DNR)
JEUNE ROSE [29/12/1860] (AD)
JOSEPH HOWE [6/11861] (AD) (TL)
ERNE HAGEMEISTER [19/2/1861] (TL)
ESCAPE [10/2/1861] (TL)
MARY JANE [2/1861] (DNR)
MENTOR [18/2/1861] (DNR)
MERLIN of Scilly [21/2/1861] (TL) (LV)
PAULINE [17/2/1861] (TL)
ARTHUMISE [4/3/1861] (Col) (TL)
AWARD [19/3/1861] (TL)
CORNELIA [4/4/1861] (TL)
ANNA MARIA [24/5/1861] (TL)
GENERAL HAVELOCK / OCEAN WAVE [7/10/1861] (Col) (TL)
DRAGON Incident [12/1861] (DNR)
HUSDACOTT [1/1862] (DNR)
NEWKIN [23/1/1862] (AD) (TL)
ALEXANDRINE [2/1862] (AD) (DNR)
ATTITI / NEGOCIATOR (TL) [15/3/1862] (Col)
HOBART [5/1862] (Sal)
ADVANCE [6/1862] (DNR)
PETITE ANGELINA [17/2/1863] (AD)
BONNE MALOUINE [20/5/1863] (TL)
MARIE CLEMENTENCE [5/1862] (DNR)
SARAH & EMMA [20/5/1863] (RNR)
SCOTIA [22/5/1863] (TL)
SEBASTIAN CABOT [24/9/1863] (Sal)
PORTHREESSA of Scilly [10/10/1863] (DNR)
ADOLPHIE or ADOLPHE [2/12/1863] (TL)
DIANA [1/12/1863] (PTL)
EUPHEMIE [2/12/1863] (TL)
FACTORY GIRL [2/12/1863] (TL)
FRIAR TUCK [2/12/1863] (TL)
LAVINIA [1/12/1863] (TL)
CELIA [2/1/1864] (TL)
AGENEE / CIRCASSIAN [4/1/1864] (Col)
MINNA [c.1/1864] (AD) (Sal)
AEIGR or AEIGR [2/5/1864] (DNR)
ALMA [5/1864] (TL)
NEW HARRIET [1/10/1864] (TL)
SKULD [4/10/1864] (PTL)
BOADICEA [27/11/1864] (AD)
GEPHIEA HELENA [19/11/1864] (DNR)

270
### 1875 to 1899

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
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<td><strong>AKSAI</strong></td>
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<td><strong>ROZZEILLA SMITH</strong></td>
<td>1879</td>
<td>- See Gellert.</td>
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<td><strong>QUEEN II</strong></td>
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<td><strong>GEM</strong></td>
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</table>
**1900 to 1913**

**LYONESSE [22/6/1900] (DNR)**

**CHARLES FRANCIS of Scilly [11/12/1900] (PTL)**

**SARINHA [1/1901] (M) (TL)**

**DARIOLL [6/1901] (Col)**

**FALKLAND [22/6/1901] (TL)**

**TORPEDO BOAT No. 76 DINGHY [28/7/1901]**

**LAFARO [2/2/1902] – See LOFARO.**

**LOFARO [2/2/1902] (TL)**

**REGINALD [5/7/1902] (Sal)**

**LORETTIO/LORETA [25/5/1903] (TL)**

**PERUVIAN GUNBOAT [25/5/1903] (TL)**

**RUPERRA/MELampus HM [28/7/1903] (Col) (TL)**

**QUEEN MAB [10/1903] (DNR)**

**ALLEGHANY [Incident: 1904]**

**EMILYA [1/1904] (AD)**

**FAMIGLIA CAVALLO [1/1904] (PTL)**

**REVENGE [4/1904] (Incident)**

**ROYAL OAK [4/1904] (DNR)**

**PRINCE EUGENE [6/1904] (PTL)**

**PHOSPHOR [c.12/7/1904] (TL)**

**PING SUEY [7/2/1904] (DNR)**

**DECOY [13/8/1904] (Col) (TL)**

**LADY OF THE ISLES of Scilly [9/1904] (DNR)**

**CARAPANAMA [c.1/1905] (DNR)**

**CAMBRIAN HILLS [9/3/1905] (TL)**


**HYDRANGEA [15/6/1905] (TL)**

**PLEASURE BOAT [20/8/1905] (TL)**

**GENERAL ROBERTS [5/6/1906] (TL)**

**MAGDELEINE [3/6/1906] (TL)**

**KING CADWALLON [22/7/1906] (TL)**

**GRASSHOLM [8/1906] (DNR)**

**ALLEGRO [10/1906] (AD) (PTL)**


**MERVINIAN [10/1907] (TL)**

**ST. CHRISTOPHE [16/10/1907] (TL)**

**TAMPICO [10/1907] (AD) (PTL)**

**THOMAS W. LAWSON [15/12/1907] (TL)**

**LATONA / JAPANIC [20/5/1908] (Col)**

**ST. LOUIS [20/6/1908] (TL)**

**SHAMROCK [15/7/1908] (TL)**

**MOUNT LEBANON [29/8/1908] (TL)**

**GRENADA [c.12/9/1908] (PTL)**

**PHYLLIS ANNIE [29/4/1909] (AD) (PTL)**

**PLYMPTON [14/8/1909] (TL)**


**LEVERNBANK [20/11/1909] (AD) (PTL)**

**CAROLUS [13/1/1910] (AD) (PTL)**

**KAROLOS [12/1/1910] – See Carolus.**

**MINNEHAHA [18/4/1910] (DNR)**

**HOWARD of Scilly [2/7/1910] (TL)**

**IDA [22/10/1910] (TL)**

**KURDISTAN [20/10/1910] (TL)**

**OKAHANDJA [c. Late1911] (M) (PTL)**

**ARDENCRAIG [8/1/1911] (TL)**

**GEORGES [12/1/1911] (TL)**

**RICHILIEU [c.2/1911] (AD) (PTL)**

**BUTESNIRE [27/3/1911] (AD)**

**ACORN / REDPOLE [9/3/1911] (Col)**

**SETIEMBRE [26/3/1911] (TL)**

**CAYO LARGO [c.23/5/1911] (PTL)**


**GRETA HOLME [11/12/1911] – See Antonios.**

**JENKIN'S BARGES [13/12/1911] (TL)**

**VAN DYCK Saga [12/11/1911] (Sal)**

**VILLE D'ALGER [Early 1912] (M) (PTL)**

**WENDUR [12/3/1912] (TL)**

**PIERRE L'ABBE [25/5/1912] (PTL)**

**ANTONIOS Ex Greta Holm [8/12/1912] (TL)**

**VOLMER or VOLMAR [26/12/1912] (TL)**

**ASTILLERO [17/2/1913] (Col)**

**H 28 [6/1913] (FFU)**


**SUSANNA [8/1913] (TL)**

**THORNLIEBANK [28/11/1913] (TL)**

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**1914**

**SILVER WINGS [2/1914] (FFU)**

**ST. PIERRE OF FECAMP [7/4/1914] (TL)**

**GOTHLAND [24/6/1914] (Sal)**

**LILIAN [25/7/1914] – See Local Tragedies.**
1915

CITY OF BREMEN [4/1/1915] (TL)
ANDALUSIAN [12/3/1915] (TL)
CROWN OF CASTLE [30/3/1915] (TL)
FLAMINIAN [29/3/1915] (TL)
HEADLANDS [12/3/1915] (TL)
INDIAN CITY [12/3/1915] (TL)
ESTON [6/4/1915] (TL)
CADEBY [27/5/1915] (TL)
EDALE [1/5/1915] (TL)
EUROPE [1/5/1915] (TL)
GLENLEE [29/5/1915] (TL)
GULFLIGHT [5/1915] (DNR)
MINTERNE [3/5/1915] (TL)
PHELAM [13/6/1915] (TL)
ARMENIAN [28/6/1915] (TL)
DELTA B [2/6/1915] (TL)
HIROSE [6/1915] (TL)
INKUM [4/6/1915] (TL)
STRATHNAIRN [15/6/1915] (TL) [WL1)
VICTORIA [6/1915] (TL)
BODUOGNAT [7/1915] (TL)
CAUCASIAN [1/7/1915] (TL)
FIERY CROSS [3/7/1915] (TL)
GADSBY [1/7/1915] (TL)
raigard [1/7/1915] (TL)
INGLEMOOR [7/1915] (TL)
LARCHMORE [3/7/1915] (TL)
LOMAS [7/1915] (TL)
NUGGET [31/7/1915] (TL)
RENFREW [3/7/1915] (TL) [WL1)
RICHMOND [1/7/1915] (TL)
TURQUOISE [31/7/1915] (TL)
RESTORMEL [19/8/1915] (TL)
BARON ERSKINE [19/8/1915] (TL)
COBER [21/8/1915] (TL)
BEN VRACKIE [19/8/1915] (TL)
COSTELLO [3/8/1915] (TL)
DIOMED [22/8/1915] (TL)
GLADIATOR [19/8/1915] (TL)
Palmgrove [22/8/1915] (TL)
PORTIA [2/8/1915] (TL)
RUEL [21/8/1915] (TL)
SAMARA [19/8/1915] (TL)
DOURO [5/9/1915] (TL)
URBINO [24/9/1915] (TL)
BOY EDDIE [13/11/1915] (DNR)
SILVERY WAVE [13/11/1915] (TL)
M. BENLURE [27/12/1915] (TL)
MIGUEL BUELLURE [12/1915] (TL)

1916

J. L. NELSON [2/1916] (AD)
EAGLE POINT [28/3/1916] (TL)
FENAY BRIDGE [24/3/1916] (TL)
ROTHESAY [5/3/1916] (TL)
FAIRPORT [15/4/1916] (TL)
HARROVIAN [16/4/1916] (TL)
RIJNDJIK [7/4/1916] (DNR)
SAINTE MARIE [7/4/1916] (TL)
BERNADETTE [25/5/1916] (TL)
CARBINEER HMS [18/5/1916] (TL)
ANTWERPEN SS [12/9/1916] (TL)
FURU [10/9/1916] (TL)
GAMEN [8/9/1916] (TL)

1917

KINPUNREY [15/1/1917] (TL)
RUBY [4/1/1917] (TL)
AIMEE MARIA [4/2/1917] (TL)
BANDOENG [22/2/1917] (TL)
CROWN POINT [6/2/1917] (TL)
EEMLAND [22/2/1917] (TL)
GAASTERLAND [22/2/1917] (TL)
HEADLY [19/2/1917] (TL)
JAPANESE PRINCE [10/2/1917] (TL)
HOUSATONIC [3/2/1917] (TL)
JACATRA [22/2/1917] (TL)
MARTHE [4/2/1917] (TL)
NOORDERDIJK [22/2/1917] (TL)
NORMANNA [22/2/1917] (TL)
ZAANDYK [22/2/1917] (TL)
ALNWICK CASTLE [19/3/1917] (TL)
ALGONQUIN [12/3/1917] (TL)
DON BENITO / ULTONIA [27/3/1917] (Col) (TL)
JOSHUA NICHOLSON [18/3/1917] (TL)
NORMA PRATT [16/3/1917] (TL)
ROSE LEA [14/3/1917] (TL)
ARGYLL [13/4/1917] (TL)
ANGLESEA [24/4/1917] (TL)
BALLARAT [25/4/1917] (TL)
BEERMH [27/4/1917] (TL)
BURROWA [27/4/1917] (TL)
COMEDIAN [29/4/1917] (TL)
CRAGOSWALD [18/4/1917] (TL)
EPTAPYRGION [23/4/1917] (TL)
FERNDENE [24/4/1917] (TL)
HEATHER [24/4/1917] (TL)
HEKLA [26/4/1917] (TL)
HESPERUS [3/4/1917] (TL)
HUNSTANTON [4/4/1917] (TL)
IKBALK [29/4/1917] (TL)
1918

GALLIER [2/1/1918] (TL)
BARROWMORE [19/2/1918] (TL)
A. A. RAVEN [14/3/1918] (TL)
EDOUARD MARIE [5/3/1918] (TL)
PORT CAMPBELL [7/4/1918] (TL)
BARON HERRIES [22/4/1918] (TL)
WESTFIELD [10/4/1918] (TL)
CARLTON [29/5/1918] (TL)
BEGUM [29/5/1918] (TL)
DENBIGH HALL [18/5/1918] (TL)
SCHOLAR [18/5/1918] (TL)
KUL [12/6/1918] (TL)
BARUNGA [15/7/1918] (TL)
CARPATHIA [17/7/1918] (TL)
MARS [8/7/1918] (TL)
- PICHNER HMS [24/7/1918] (TL)
PLAWSWORTH [13/7/1918] (TL)
NORTH CAMBRIA [1/8/1918] (TL)
PERSIC [8/8/1918] (DNR)
ATLANTICO [30/9/1918] (TL)
GALWAY CASTLE [13/9/1918] (TL)
RIO MONDEGO [7/9/1918] (FFU)
MONTFORT [1/10/1918] (TL)
BLAZER [10/11/1918] (TL)
DIPTON / WAR HIND [5/11/1918] (TL) (Col)

1919 to 1938

WESTGATE / Steamer [9/1/1919] (Col) (TL)
ROSS [22/4/1919] (TL)
MARION G. DOUGLAS [27/11/1919] (AD)
GENERAL DEGOUTE [1/1920] (DNR)
GLADYS [5/1920] (TL)
HOMESTEAD [6/9/1920] (TL)
ZENITH [25/11/1920] (TL)
HATHOR [2/12/1920] (TL)
K-5 (HMS) [20/1/1921] (TL)
LEON BONNAT [2/2/1921] (TL)
WESTERN FRONT [11/7/1921] (TL)
OPTIMIST [10/3/1922] (TL)
EUROPE [12/6/1925] (Sal)
MONARCH [21/1/1925] (TL)
CITÉ DE VERDUN [22/3/1925] (TL)
MIARKA / WOLFHOUND [9/11/1926] (Col) (TL)
ELLENA / INDUNA [16/9/1926] (Col) (TL)
DAPHNE [26/12/1927]
ISABO [27/10/1927] (TL)
GOUGOU [12/1927] (AD) (Sal)
LADY DAPHNE [25/12/1927] (Sal) (PTL)
MYONIE R KIRBY [28/11/1933] (AD) (TL)
DANE [11/12/1934] (TL)
PASTEUR [12/8/1938] (DNR)

1939 to 1944

CLAIRTH [24/1/1939] (AD) (PTL)
BRITTA [6/12/1939] (TL)
WARWICK HMS [20/2/1944] (TL)
U-247 [1/9/1944] (TL)
U-1209 [18/12/1944] (TL)

275
### 1946 to Current

**UNIVERSAL SUBMARINE (P57)** [2/1946] (Sal)
**NOEL** [20/9/1946] (TL)
**DUKE OF SPARTA** [19/4/1948] (PTL)
**FANTEE** [6/10/1949] (TL)
**MANDO** [21/1/1955] (TL)
**PUNTA** [22/7/1955] (TL)
**WHITE HOPE** [8/1955] (TL) (LV)
**JEANNE FRANCOISE** [2/4/1958] (TL)
**INDIAN NAVIGATOR** [31/12/1960] (TL)
**LOUISON BOBET** [4/8/1965] (TL)
**TORREY CANYON** [18/3/1967] (TL)
**REGENCY** [9/1968] (TL)
**SALVOR** [13/10/1968] (TL)
**VENUS** [8/9/1969] (TL)
**JEAN GOUGY** [24/2/1970] (TL)
**POLEIRE** [15/4/1970] (TL)
**TRALEE TRADER** [19/12/1971] (TL)
**BERNARD DE PERCIN** [16/1/1972] (TL)
**RICHARD DAVEY** [25/4/1973] (TL)
**KING FISHER** [16/1/1974] (TL)
**VENUS DE ISLES** [1/8/1975] (TL)
**SAPHRIN** [3/1976] (TL)
**RARAU** [29/9/1976] (TL)
**GREY GHOST** [14/10/1976] (TL)

**ENFANT DE BRETAGNE** [13/2/1977] (Sal)
**MARIE DES ISLES** [16/9/1979] (Sal)
**LE RESOLU** [17/3/1980] (TL)
**PATHFINDER / L. OBEID** [14/5/1982] (Col) (TL)
**HELECOPTER G-BEO** – [16/7/1983] (TL)
**UBIQUITOS** [25/6/1986] (PTL)
**SARNIA of Scilly** [9/1990] (Col) (LV)
**BARACOLE** [12/9/1993] (TL)
**FLEM ART** [15/8/1996] (TL)
**ALBATROS** (Incident off Scilly) [1997]
**CITA** [26/3/1997] (TL)
**RACHEL HARVEY** (Trawler) [1/10/1998] (TL)
**SCILLONIAN III** – [24/5/2013] Incident
**LYONNESS LADY / SCAVENGER** [28/2/2014]

#### Unidentified Sites, Unknown Date

- **BAR POINT SITE** (TL)
- **BONES or ROBERT’S Wreck** (TL)
- **CRIM CANNON SITE** (TL)
- **LIME WRECK** (TL)
- **MENAWETHAN** Cannon Site.
- **PENDRETHEN SITE** (TL)
- **THE LIZZY** (TL)
- **WHEELS WRECK** (TL)

**NOTE** – Similar spelling with the same or close date **maybe** the same vessel, check records carefully in the Main Directory.

Since we are dealing with incidents, not just total loss shipwreck, the same vessel can appear more than once.

Miscellaneous reports without the personal name, not listed here, maybe in the Main Directory Listing and/or Unidentified Vessel Listings. Study the dates.
Appendix II

Searching the Anchorages and the Entrances into Scilly.

Presented here is a record of the thousands of hours of searching by Islands Maritime Archaeology Group (IMAG) members, since c.2001, resulting in what are considered significant finds or observations. Data which may be of relevance to the information presented in this publication or discoveries made in the future.

Chance Finds:

1 - Large old ‘Angle Crown’ anchor. Just arms remaining with a missing shaft. This is almost totally buried. It may be more late 17th to early 18th century in date. Position: N49-55-737. 006-19-853. (This is 60m south of Lime Wreck below)
5 - Small broken gun buried in sand alongside a reef. Also other concretions nearby. Move west along the reef edge at about 60m around its western end there is a small early 17th century broken ‘Angle Crown’ anchor among the rocks. Gun is buried at N49-55-523. W006-19-938. Note: this is the same area of reef as in Sonar List No. 1. (Possibly ‘Admiralty Ledge' as per on old chart of Scilly OCB34, A1 printed in 1810).
6 - Encountered a large iron anchor stock and iron ballast blocks on the same reef as 5 above.
7 - There is a chain running along the north side of Rat Island; at the western most end of this chain is a 19th century anchor. The chain runs west to east.
13 - A broken off anchor fluke on a rock with a few other lumps of ironwork very close by it. All at the very end of a reef where the edge of the rock meets the sand at N49-55-509. W006-19-913.
14 - Some buried iron work was found dotted about here N49-55-777. W006-19-893.
15 - An 18th century anchor shaft with broken ring; arms were missing. On rocky bottom at N49-54-579. W006-21-231.
16 - The remains of a wooden anchor stock, some of the wood was still existing and showing just above the sand. It encased an iron stock which was also present. The rest of this anchor was missing. Position: N49-55-521. W006-19-965.
18 - Large copper fastening which most likely originated from the Colossus. Position: N49-55-258. W006-20-666.
19 - A large tubular steel 4 sided frame, with a square section bottom, stands up off the sea bed. Position: N49-54-931. W006-19-588.
20 - An early 18th century ‘Angle Crown’ anchor was found with its shaft elevated off the bottom in 40 plus metres of water north off Retarrier Ledges; where the front of the reef meets the sand. Approximate position: N49-52-300. W006-25-800.
21 - A 40ft long Cita container with stainless steel shelves and other freezer parts (a guess) lies in sand in its own scour. Part of the roof is missing and one door is open. Position: N49-54-016. W006-18-436.
Magnetometer Finds:

1 - A large, complete 19th century anchor on top of a small reef south of Nut Rock. A small anchor is also jammed in alongside it. Position: N49-55-491 W 006-19-906.
2 - An unidentifiable anchor, flat on the sand but well buried under rocks at the very edge of a reef off the Woolpack. Position: N49-54-262. W006-19-397.
3 - A possible medieval anchor at position N49-54-127. W006-19-397. (about 60m west south west from a wreck of what could be the Padstow)
4 - Early 17th century ‘Angle Crown’ anchor laying on rock in the shallows tight to the end of the Doctor’s Keys. N49-54-848. W006-19-615. There are also three 17th century iron guns nearby which are most likely to be linked to this anchor. (Also a scattering of small iron shot) The 3 guns are in positions- N49-54-865. W006-19-591. & N49-54-868. W006-19-584.
7 - An engine and 2 anchors. The engine is at N49-55-106. W006-20-508, and the anchors are within a 70m radius.
8 - Large iron hook found buried in silt at N49-55-642. W006-19-890.
13 - A large anchor stock laying alone on sand close to rocks northeast of Spanish Ledges at N49-54-143. W006-19-313.
15 - Remains of a farm vehicle with other vehicle remains nearby. Also two large iron links at N49-55-241. W006-20-210.
Could be linked to find number 19 above.
20 - 20th century ‘Halls’ anchor with a broken shaft with its arms sticking up in the air. Where sand meets the foot the Serica Rock. It is in the rocks about 25ft from the sand and 40m from N49-54-534. W006-19-944.
21 - Arms and flukes of a 16th century anchor; the shaft is missing. It was encountered at position: N49-54-982. W006-20-286. Also observed a large iron ballast block totally buried near rocks approximately 50m away. Evidenced of other iron staining.
22 - A large complete ‘Porter Trotman’ anchor. It has two large lifting rings on the shank at N49-55-224. W006-20-462.
23 - A large piece of curled iron plating with other bits around it all lying in an area of thick eel grass in position: N49-55-936. W006-19-880. Possibly part of the Little Western from over on Southard Well.
24 - A lone pile of rocks on an area of flat silty sea bed. There was a short section of armoured power cable encountered to its ESE edge. Position: N49-55-191. W006-20-174.
25 - A long shanked, early 18th century anchor (possibly Dutch). Shank looks broken. The anchor is about 12ft long at N49-54-691. W006-21-720.
26 - Large iron chain totally buried in the sand at N49-55-709. W006-20-036.
27 - Iron rudder pintle with some wood of its rudder still inside. It was almost totally buried when discovered at N49-55-738. W006-20-029.
28 - A large anchor almost totally buried in sand with just the very tips of its flukes showing. Period is uncertain, iron stock not observed, so was possibly 18th century. Approximately 200 yards due south of Nut Rock in position. N49-55-679. W006-20-045.
32 - A 19th century anchor broken off at the shaft just outside Colossus protected area, close to position N49-55-533. W006-20-246. Also found items from the Colossus wreck in this vicinity, just a little to the north east. Including a large section of ships timber with iron nails.
33 - A 19th century anchor standing complete with some iron chain still attached to the ring and in a small heap by it. Very close to position: N49-55-774. W006-19-163.
34 - A possible 17th century anchor. Complete, but one fluke is oddly bulbous or overly inflated by concretion. This is buried in sand close to a small low lying area of reef in position, N45-55-868. W006-19-606. (Possibly linked to No. 39. below?)
35 - Looks to be similar to above but this anchor is broken off at the shaft. This anchor is well buried in flat silt close to position N49-55-861. W006-19-593.
36 - A possible 17th century anchor. Its shaft is broken at the ring end. Its ring and broken part of shaft are laying buried very close by. It lays on stony and sandy ground in position: N49-55-352. W006-20-298.
37 - A small coil of chain on a stony sea bed was encountered close to position N49-54-953. W006-20-828.
39 - A Tudor anchor a small broken swivel gun and boat shaped lead ingots were found east of Spanish Ledge in 25 metres of water at position N49-54-032. W006-18-823. (Note: The items of this site match those of the other Tudor period wreck on Bartholomew Ledge)
40 - A large lump of oak wood with two large iron nails in it. Probably be from the Colossus as we found other items related to that wreck around it.
41 - An early 18th century ‘Angle Crown’ anchor was found with its shaft elevated off the bottom. Found in 40 plus metres of water north of Retarrier Ledges; where the front of the reef meets the sand. Approximate position, N49-52-377. W006-25-951.
43 - Encountered more pieces of the Little Western buried in sand near position. Wood, iron and coal were found at N49-55-670. W006-20-528.
45 - An iron ring and other curved iron objects were found off the Barrel of Butter in position N49-54-945. W006-19-577.

Magnetometer & Sonar Finds.

3 - An 18th century anchor (shaft approximately 12ft in length) with both flukes broken off/missing. Position: N49-54-999. W006-20-387. Also a large broken anchor ring 60m WNW.
4 - A fairly large complete 19th century anchor. In good condition. Lies inside the Colossus protected area at N49-55-335. W006-20-422.

Sonar Only.

4 - Small broken 18th century ‘Angle Crown’ anchor buried in sand at N49-55-745. W.006-19-843. (This is 30m south of Lime Wreck mentioned below.)
5. Lime Wreck. A mound and trail of limestone. Probably cargo or possible ballast pile. 3 mallet shaped wine bottles were found here, circa 1750, and one bottle seal with 'R. Cunnack Junior' on it. A long trail of buried iron parts passes over it from south west to north east but this is unrelated to the lime stone mound. N49-55-751. W006-19-865.


9. 2 anchors. One is of the 18th century and the other is of the 19th century and broken. Also encountered what we can only describe as 'wool' buried in the silt nearby. Position: N49-55-403. W006-19-605.


12. Two piles of chain 30m east of N49-55-503. W006-20-003.


Object 20m south. An anchor minus its shank and stock south of Nut Rock. Also an iron anchor stock totally buried 30m east of this mark. Other large iron objects were also encountered within 50m of this mark, all buried in silt.


17. A small 17th century anchor with broken shaft in an area of broken ground seen on the sonar. There is a long iron object 50m to the north but the anchor is near to: N49-55-734. W006-19-964.


To be investigated

1. A wreck is reported by Roy Graham to be on the Eastern side of Dry Splat.

2. Hydrographic Office Records, report that a small cannon site was reported to be on the south side of Gunner Ledges.

3. The authors found two very old iron guns and two artifacts dated to c.1700, laying close to the wreck of the Schiller.

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