

THE BARING ARCHIVE

SERIES HC18

SHIPS' PAPERS

House Correspondence - Ships' Papers

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18.1

A Note on the Records of the Black Prince

The records cover the years 1862-1880. They are nearly all records of the mercantile activities of the ship. There are, for example, no logs or journals, although there are a few extracts from logs taken to support insurance claims for damage sustained at various times. There are specifications of the ship at the time of her building, and three Lloyd's certificates of seaworthiness. There are a few letters of Captain William Inglis, one of which is significant as it reveals the dilemma of a Master of sail at the onset of the age of steam.

The records of the ship's mercantile activities are of two kinds. First there are the accounts of services rendered to the ship herself in London and Liverpool, and at ports in China, Japan, Australia and the United States, and at ports on the way. These accounts are of payment of wages to the ship's company, of supply of provisions and medical attendance, of work done by shipwrights, sail-makers, carpenters, clockmakers and other craftsmen, of pilotage and towage. Secondly there are the records concerning the ship's freight; freight lists, advertisements, accounts of sale and freight.

The documents were originally tied up in bundles by voyages, each bundle containing the records of one voyage. This arrangement has been maintained as far as possible.

For other records of the Black Prince, see DEP11, and for photographs, see DEP10

The documents are:

1. **1862 7 Nov, Aberdeen:** Alexander Hall & Co, shipbuilders of Aberdeen
'Specifications of a vessel to be built for Messrs Dudgeon & Coy London... being their new ship No 234'

Full specifications of each part of the ship and furnishings, with drawings of keel and stem. Annotated by Hall & Co: 'These are the specifications referred to in our offer of 4th Oct 1862 to W Walkenshaw esqre of London for building a vessel for him'
Endorsed: 'Hall & Co. Specification for Black Prince'. 8pp, sewn
2. **c1867:** Ship Black Prince. Note of Voyages etc. 1 vol
With account of her cost on building in 1863 and of those having shares in her. With particulars and calculations of four voyages from London to Hong Kong and back. 1863-67

With memorandum, c1867, giving details of the first four voyages of the Black Prince, 1863-67. Dates of departure from and return to England; intermediate voyages; freights carried
3. **1867-72, London:** Lloyd's Register of British and Foreign Shipping
Three A1 certificates for The Black Prince,

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- a) **1867 4 Dec**, bound to China (5th voyage)
 - b) **1869 4 Dec**, bound to Hong Kong (7th/8th voyage)
 - c) **1872 15 May**, bound to Shanghai (9th voyage)
4. **1863-64**: Accounts and other documents concerning the Black Prince from her launching to the end of her first voyage. The voyage was from London to Hong Kong and Canton, returning to Liverpool with a freight of tea. She left London Sep 1863, and reached Liverpool on her return Jul 1864
- (i) **1863, Aberdeen**: Receipted accounts of Alexander Hall & Co with owners. Including those for building the ship, launching celebration, photographs of the ship, Lloyds survey, pilotage
 - (ii) **1863-64, London**: Accounts of Robertson & Co, Ship & Insurance Brokers & Commission Agents, of London, with owners. With supporting vouchers

Pilotage expenses on voyage from Aberdeen to London Sep 1863 with freight of granite; expenses in preparation of outward voyage London to Hong Kong and Canton, including advances of pay made to named members of ship's company. Freight list outward voyage

Settlement at end of homeward voyage, 30 Jun 1864. One bundle
 - (iii) **1863, London**: Accounts and vouchers of craftsmen and tradesmen with owners, for fitting out the ship for her first voyage

Including:
Wages and other expenses in bringing the ship from Aberdeen to London; expenses in East India Dock; accounts for supply of provisions, rope, canvas, chandlery and chronometers; pilotage from the Downs to the Start

The Pilot was Robert Allert and his receipted bill, dated 7 Oct 1863, is annotated as follows:
'Pilot rough weather all the way down - a succession of gales - left the ship - all well off the Scilly Isles.

Pilot says he has been put to much extra expense in going with the ship so much farther beyond the Start as agreed upon - and in addition had to bring up a stow-away - and will lay the case before the owners by letter - and hopes they will reimburse him the extra expenses'
 - (iv) **1864 24 Mar, Hong Kong**: Account of Turner & Co, agents of owners in Hong Kong, with owners. With supporting vouchers. Outward freight sold; expenses of ship at Hong Kong; manifest of freight shipped for homeward voyage

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- (v) **1864 5 Jul, Liverpool:** Account of Capt William Inglis with owners of the Black Prince. Including Portage Bill (giving names, service and wages of the ship's company) and details of disbursements at Hong Kong
 - (vi) **1864 26 Sep, Liverpool:** Account of Thomson Finlay & Co, of Liverpool, with owners. With supporting vouchers

Disbursements on arrival of Black Prince at end of first voyage. Wages, dock dues, pilotage, discharging freight at Albert Dock, Liverpool (July), etc
 - (vii) **1864 Feb & Sep, London:** Kay Finlay & Co, owners Profit and Loss Account for the Black Prince, 1863-64; interest account 1863-64. Showing shares in the ship to be held by Kay Finlay & Co, Turner & Co, Hong Kong, Capt W Inglis, 16/64 each. John Scarth 8/64, and JM Pyrie, P Dudgeon 4/64 each.
5. **1864-65:** Accounts and other documents concerning the second voyage The ship fitted out at Liverpool. The voyage was from London to Hong Kong and Foochow. She left London Jul 1864 and returned there Oct 1865
- (i) **1864 Jul:** Thomson, Finlay & Co, Liverpool Vouchers for service to the ship, and for stores and provisions supplied, in fitting out for the second voyage. Vouchers of advances of pay to named members of the ship's company
 - (ii) **1864-65, Hong Kong:** Account of Turner & Co of Hong Kong with owners. With supporting vouchers of disbursements on behalf of the ship at Akyab, Foochow and Hong Kong
 - (iii) **1864 Jul - 1865 Oct:** Account of Capt William Inglis with owners including Portage Bill for second voyage
 - (iv) **1864-65:** Kay, Finlay & Co (later, cJun 1865, Finlay, Hodgson & Co), owners. Vouchers for services (pilotage) to the ship, and for provisions supplied, for the second voyage. Copy of Charter Party issued in Liverpool, 7 Jul 1864. Freight Books of freight discharged at London Docks, Oct 1865
6. **1865 9 Oct, London:** Lloyd's List (of ships' movements). Printed Showing arrival of the Black Prince at Gravesend on 9 Oct 1865, from Foochow, at the end of her second voyage

See Andrew Shewan, The Great Days of Sail London, 1927
7. **1865 Oct:** Documents concerning a voyage, or voyages, proposed for the Black Prince

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Note: The ship returned to London from her second voyage to China on 9 Oct 1865. The documents now to be described seem to be proposals for her freight outward on the third voyage. It would also seem that these proposals were not acted upon, for the documents of the third voyage show that the ship's freight outward from London was sold by Turner & Co, agents in Hong Kong, and thus probably consisted of Manchester cotton goods, iron etc. But no manifest of this outward freight has been preserved

The documents are:

- (i) **1865 11 Oct, London:** Draft of a charter party between William Walkenshaw, owner and H Worms, merchant of Cardiff, for the ship to load coals at Cardiff for shipment to Singapore
- (ii) **1865 Oct, London:** Estimates for the carriage of troops with their families from London to Colombo; specifications of furniture and fittings required on board for this task; printed pro forma of Admiralty Tender for Freight of Troops

For an advertisement of Admiralty Tender, see also Lloyd's List in 18.1.6

- 8. **1865-66:** Accounts and other documents concerning the third voyage. Fitted out in London. Voyage to Hong Kong and Foochow. Left London Nov 1865; returned there Sep 1866
 - (i) **1865-66:** Robertson & Co, insurance brokers. Account for third voyage with owners. With supporting vouchers for advances of pay and other services in preparing the ship for the third voyage

With freight list, Jan 1866, of freight carried from China
 - (ii) **1866:** Turner & Co, agents. Account of receipts and payments made at Hong Kong, Foochow and Pagoda anchorage, third voyage. With supporting vouchers
 - (iii) **1866 14 Oct:** Capt W Inglis. Account of his disbursements in London, Anjer (Java), Hong Kong and Foochow on the third voyage. With Portage Bill
 - (iv) **1865-66:** Finlay Hodgson & Co, owners. Accounts of third voyage. Receipted vouchers of craftsmen and tradesmen for fitting up and supplying provisions for the ship in preparation for third voyage

Includes receipt for money paid to Eliza Inglis, of Dunfermline, wife of Capt William Inglis
- 9. **1866-67:** Accounts and other documents concerning the fourth voyage. Fitted out in London. Voyage to Hong Kong, Foochow and Yokohama.

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Left London Nov 1866; returned there Oct 1867, having left Foochow Jun 1867

- (i) **1866-67, London:** Robertson & Co, insurance brokers
Accounts and vouchers for fourth voyage. Advances of pay and other services in preparing the ship for the fourth voyage
- (ii) **1867 Hong Kong:** Turner & Co, agents. Accounts and vouchers, fourth voyage
- (iii) **1867 21 Oct:** Capt W Inglis. Account of his disbursements in London, Hong Kong, Foochow and Yokahama on the fourth voyage. With supporting vouchers. With Portage Bill. And with a short report of the ship's homeward voyage from Foochow
- (iv) **1866-67, London:** Baring Brothers, owners. Accounts and vouchers of craftsmen and tradesmen for fitting up and provisioning the ship for the fourth voyage. With an analysis of the account, 23 Dec 1867
- (v) **1867 Oct-Dec:** Documents concerning the protest entered by Capt W Inglis against damage sustained by the ship at the end of fourth voyage. The damage occurred at night near Folkestone when the Black Prince was in tow to the Downs. An unidentified barque collided with the ship

The documents are: Notarial statement of the incident; report of Lloyd's surveyor on the damage; receipted bills of shipwrights and other craftsmen, giving specifications of work carried out to repair the damage, and costs

- 10. **1867-68:** Accounts and other documents concerning the fifth voyage fitted out in London. Voyage to Hong Kong and Foochow. Left London Dec 1867, and returned there Oct 1868
 - (i) **1867-68:** Baring Brothers. Receipted bills of craftsmen and tradesmen for services in fitting up and provisioning the ship for the fifth voyage. With a list of individual accounts
 - (ii) **1867-68:** Shaw, Lowther & Maxton, insurance brokers of London. Account with owners for fifth voyage. With supporting vouchers and with manifest of ship's freight discharged in London on return 28 Dec 1868
 - (iii) **1868 12 May, Hong Kong:** Notarial Statement by Capt W Inglis, Humphrey Davie, chief officer, and John Stuart, ship's carpenter. Protest against damage sustained by the Black Prince on the outward voyage (fifth voyage) to China. Cause of damage; bad weather and gales. The statement includes some account of the voyage and specifies damage

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- 18.1.10 cont
- (iv) **1868 Hong Kong:** Turner & Co, agents. Account and supporting vouchers, fifth voyage
 - (v) **1868 30 Oct, London:** Capt W Inglis. Account of disbursement in Hong Kong, Foochow and Anjer (Java). With Portage Bill

11. **1868-69:** Accounts and other documents concerning the sixth voyage fitted out in London. Voyage to Saigon, Hong Kong and Yokohama. Left London 31 Oct 1868; returned there Nov 1869

- (i) **1868-69:** Baring Brothers. Receipted bills of craftsmen and tradesmen for services in fitting up and provisioning the ship for the sixth voyage
- (ii) **1868-69:** Shaw, Lowther & Maxton, insurance brokers and agents. Account with owners for sixth voyage. With supporting vouchers, and with manifest of ship's freight outward to Hong Kong (cleared from London 30 Oct 1868)

Includes vouchers of advances of pay to ship's company issued by Capt Inglis, and due by Andrew Shewan, Master. (i.e Capt Andrew Shewan, the elder, first Master of the Norman Court, launched 1869)

- (iia) **1869 22 Mar, Hong Kong:** Protest before a notary public by Capt William Inglis, William Lowe Jeffery, chief officer, and John Stuart, carpenter. Protesting against the weather as the cause of damage to the ship during the voyage from London to Hong Kong. Left London 31 Oct 1868

- 11. (iii) **1869 13 Apr, Saigon:** Hauschild & Sornson, agents in Saigon, Account with Turner & Co, with supporting vouchers for services
- (iv) **1869 29 May, Yokohama:** NP Kingdom, agent in Yokohama. Account with Turner & Co, with supporting vouchers, for pay and services May 1869
- (v) **1869 31 Aug, Hong Kong:** Turner & Co. Account and supporting vouchers, sixth voyage
Disbursements in Hong Kong, Saigon and Yokohama. With manifest of ship's freight inward to London

12. Accounts and other documents concerning the seventh/eighth voyages

- Part I: HC18.1.12 (i) - (iv)
Part II: HC18.1.12 (v) - (xi)

The ship fitted out in London, and left that port on 21 Dec 1869. She did not again return there until 18 Mar 1872 - an absence of more than 26 months. Her movements during this time were as follows:

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18.1.12 cont

London - Anjer (Java) - Hong Kong - Bangkok -Yokohama - Anjer - New York - Melbourne - Newcastle (New South Wales) - Yokohama - Anjer - New York -London

In this itinerary the documents, as originally bundled, were roughly divided to recognise two voyages - the ship's seventh and eighth. The seventh voyage may be said to have ended with the arrival of the ship, with a freight of tea from Hong Kong and Yokohama, at New York at the end of Jan 1871.

The documents of the seventh/eighth voyages, now arranged together are:

- (i) **1869-72: Baring Brothers.** Receipted bills of craftsmen and tradesmen for services in fitting up and provisioning the ship for the seventh voyage; and for her return to London in Mar 1872, at the end of her eighth voyage. Including bill for a set of new sails ordered from New York and shipped there Feb-Mar 1871
- (ii) **1869-72: Shaw, Lowther & Maxton,** insurance brokers and agents. Account with owners for seventh/eighth voyages, with supporting vouchers, and with manifest of ship's freight outward to Hong Kong (cleared from London 21 Dec 1869). Includes vouchers of advances of pay
- (iii) **1870 7 Jun, Bangkok:** C Falk & Co. Receipted voucher for provisions supplied to the ship
- (iv) **1870 29 Sep, Yokohama:** Smith, Baker & Co, Agents. Account with Barings for services and provisions for the ship at Yokohama, and for sale of freight (rice) from Bangkok. With vouchers Aug-Sep 1870
- (v) **1871 22 Mar, New York:** John Caswell & Co, agents. Account with Barings for services and provisions for the ship, and for sale of freight (tea) from Yokohama. With supporting vouchers, Jan-Mar 1871
- (vi) **1871 29 Jun, Melbourne:** R Towns & Co, agents. Account with Barings for services and provisions for the ship and for sale of freight (grain) from New York. With supporting vouchers, Jun 1871
- (vii) **1871 15 Jul, Newcastle (New South Wales):** Robert B Wallace, agent. Account with Barings, with vouchers Jul 1871
- (viii) **1871 29 Sep, Yokohama:** EC Kirby & Co, agents. Account for services to the ship and for sale of freight (coal) from Newcastle, New South Wales, Sep 1871. Arrived Yokohama 24 Aug 1871

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- 18.1.12 cont
- (ix) **1871 17 Oct, Yokohama:** Smith, Baker & Co, agents. Account with Barings for services and provisions for the ship at Yokohama, with vouchers Aug-Oct 1871. With freight list Yokohama to New York, 17 Oct 1871
 - (x) **1872 Feb-Mar, New York:** EW Corlies, agents and Grinnell Minturn & Co, merchants. Accounts with Barings for services and provisions for the ship, and for the sale of freight (tea) from Yokohama. With supporting vouchers, Feb 1872
 - (xi) **c1872 Apr:** Capt W Inglis. Account with Barings, covering period Dec 1869 to Apr 1872. Receipts and disbursements in London, Anjer (Java), Hong Kong, Bangkok, Yokohama, New York, Melbourne and Newcastle (New South Wales). With portage bill for the same period and vouchers for provisions obtained at Hong Kong, Apr 1870 and Anjer, Nov 1870
13. **1872-73:** Accounts and other documents concerning the ninth voyage. The ship fitted out in London, which she left 17 Jun 1872, for Shanghai - Foochow - Hong Kong - New York. She reached New York 19 Mar 1873, and left on 12 Apr. She reached London at the end of the ninth voyage on 17 May 1873
- (i) **1872-73:** Baring Brothers. Receipted vouchers of craftsmen and tradesmen for services in fitting up and provisioning the ship for the ninth voyage, and for her return to London at the end of it
 - (ii) **1872 3 Jul, London:** Shaw, Lowther & Maxton, brokers. Account with owners for ninth voyage, with vouchers, and with manifest of ship's freight outward to Shanghai (cleared from London 14 Jul 1872)
Includes vouchers of advances of pay
 - (iii) **1873 13 Jan, Shanghai:** Turner & Co, agents. Account with Barings for receipts and disbursements during the ship's stay at Shanghai, 16 Oct to c29 Nov 1872. With vouchers. Includes a list of furnishings and gear for the ship Chih-li and the steamship Shantung shipped from Glasgow to Shanghai, 27 Mar 1872
 - (iv) **1872 Dec, Foochow:** Turner & Co, agents. Vouchers for services and provisions provided during the ship's stay, 27 Nov - 6 Dec 1872
 - (v) **1873 22 Jan, Hong Kong:** Turner & Co, agents. Account with Barings for disbursements in Hong Kong and Foochow Sep 1871 - Jan 1873, and for sales of freight from Shanghai sold in Foochow
 - (vi) **1873 15 Apr, New York:** Grinnell Minturn & Co, agents. Account with Barings for disbursements made in services to and provisions for the ship, March to Apr 1873, and for sale of freight

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(tea) from Foochow. With supporting vouchers. With list of freight carried from New York to London

(vii) **1873 cMay:** Capt W Inglis. Account with Barings for ninth voyage, 1872-73. With Portage Bill

14. **1873-74:** Accounts and other documents concerning the tenth voyage The ship fitted out in London, which she left 6 Jul 1873, for Shanghai and New York. She was at Shanghai 11 Nov-9 Dec 1873. She reached New York 2 Apr 1874, and sailed thence 23 Apr for London which she reached 17 May 1874

(i) **1873-74:** Barings. Receipted vouchers of craftsmen and tradesmen for services in fitting out and provisioning the ship for the tenth voyage, and for her return to London at the end of it

(ii) **1873-74:** Norris & Joyner, ship and insurance brokers Account for sales of freight of ninth voyage, and account for tenth voyage, outward to Shanghai. With vouchers of advances of pay

(iii) **1874 22 Jul, 126 Bishopsgate St Within:** Norris & Joyner. Account of disbursements and of sales of freight at end of tenth voyage. With supporting vouchers

(iv) **1873 Jul - 1874 Jan:** To Barings from Capt W Inglis and from his wife, Eliza Inglis. About payment of allowance to Mrs Inglis. Including Eliza Inglis, Crombie Point, 10 Jan 1874: '... How is poor Captain Shewan? and is there any hope of amendment in his state?'. Letters (3)

For Capt Shewan, the elder, see Andrew Shewan, The Great Days of Sail, 140 onwards

(v) **1873 29 Nov, Shanghai:** Statement of protest, before the British Consul, Shanghai, by Capt William Inglis, Robert Inglis, first mate, and John Martan, carpenter. Protest against the weather as the source of damage sustained by the ship in her voyage from London to Shanghai. With a statement of conditions encountered on specific days

(vi) **1873 31 Dec, Shanghai:** Turner & Co, agents, Shanghai. Account with Barings for receipts for freight and for disbursements during the ship's stay at Shanghai, 11 Nov to 9 Dec 1873. With vouchers

(vii) **1874 29 Apr, New York:** Grinnell Minturn & Co, agents. Account with Barings for receipts for freight (tea) from Shanghai and for disbursements during the ship's stay at New York, 2-23 Apr 1874. With supporting vouchers

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(viii) **1874 20 Jun:** Capt W Inglis. Account with Barings of receipts and disbursements for tenth voyage Jul 1873 to May 1874. With Portage Bill

(ix) **1874 May - Aug, London:** Documents concerning damage and loss sustained by the ship on passage Shanghai - New York - London, Dec 1873 to May 1874

1874 18 May, London: Protest before a notary public by Capt W Inglis. Protesting that damage and loss sustained during passage from Shanghai to New York was caused by negligence of a pilot and by foul weather; and that further damage and loss sustained during passage from New York to London was caused by foul weather. With descriptions of relevant parts of these voyages

Lloyd's special survey, 17 Jun 1874, on the damage caused by grounding at Woosung (Shanghai) and by foul weather; with recommendations for repairs

Statement, London 12 Aug 1875, by William Richards & Son, average adjustors: general average, for insurance purposes, of repairs to the ship necessitated by damage and loss in the voyages above mentioned. Including a description of the voyages, and accounts rendered by shipwrights and other craftsmen for repairs carried out. 23pp sewn

15. **1874-75:** Accounts and other documents concerning the eleventh voyage. The ship fitted out in London, which she left about 6 Sep 1874. She arrived at Yokohama on 19 Jan 1875. Between then and June she was engaged in local trade: Yokohama - Kobe - Hong Kong - Bangkok - Hong Kong. From Hong Kong she went to Foochow to load tea. She left Foochow 20 July 1875 and reached London 12 Dec, having called at St Helena (Oct) and Falmouth (9 Dec) on the way

(i) **1874-76:** Baring Brothers. Receipted vouchers of craftsmen and tradesmen for services in fitting up and provisioning the ship for the eleventh voyage, and for her return to London at the end of it

(ii) **1876 16 Feb, London:** Norris & Joyner, ship and insurance brokers. Account with Barings for eleventh voyage; receipt of sale of freight; disbursements including advances of pay to named men of the ship's company

(iii) **1874 Sep - 1875 Jan:** Letters of Capt W Inglis and of his wife Eliza Inglis to Barings

1874 4 Sep, London: Capt Inglis. Asking for his savings to be invested in securities or in an iron ship if Barings should decide to build one

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- 1875 11 Jan, Culross:** Eliza Inglis. Asking to draw her savings; her anxiety for the safety of the Black Prince, the ship being overdue at Yokohama
- (iv) **1875 16 Feb, Yokohama:** Smith, Baker & Co, agents. Account with Barings for services and provisions for the ship at Yokohama, and for sale of freight. With vouchers Jan - Feb 1874
- (v) **1875 10 Mar, Kobe, Hiogo:** Smith, Baker & Co, agents. Account with Barings for services and provisions for the ship at Kobe, and for sale of freight. With vouchers Feb - Mar 1875
- (vi) **1875 29 Apr, Bangkok:** Malherbe, Julien & Co, merchants and agents. Account with Barings for services and provisions for the ship at Bangkok. With vouchers, Apr 1875
- (vii) **1875 3 Sep, Hong Kong:** Turner & Co, agents. Account with Barings for services and provisions for the ship at Hong Kong and Foochow, and for sale of freight (rice) from Bangkok at Hong Kong. With vouchers
- (viii) **1875 14 Oct, St Helena:** Soloman, Moss, Gideon & Co, merchants. Account with Barings for services and provisions for the ship at St Helena
- (ix) **1876 10 Feb:** Capt W Inglis. Account with Barings for receipts and disbursements of eleventh voyage, Sep 1874 to Feb 1876. With Port Bill
16. **1876-77:** Accounts and other documents concerning the twelfth voyage. The ship fitted out in London, which she left 29 Jan 1876, with a general freight for Adelaide. She arrived there at end of Apr 1876, and by 10 Jun had reached Sydney with a freight of flour and grain. Thence, with coal, to Shanghai where she arrived cSep 1876. She left there with tea c27 Nov 1876 and reached London 14 Mar 1877
- On this voyage Robert H Inglis took over from his brother as master. William Inglis fitted out the ship in London and brought her at least as far as Start Point. Thence he seems to have returned with the towing vessel, leaving his brother in command. There was also on the twelfth voyage a ship's boy called Robert Inglis Conradi
- (i) **1876:** Barings. Receipted vouchers for services and provisions in fitting out the ship for the twelfth voyage
- (ii) **1876 5 Apr, London:** Norris & Joyner, ship and insurance brokers. Account with Barings for twelfth voyage outwards to Adelaide. With manifest of ship's freight, London to Adelaide, cleared in London 29 Jan 1876. With notes of advances of pay to named men of the ship's company

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The account of the Norman Court was also sent by Norris & Joyner at this time. See HC18.2.19

- (iii) **1876 13 Jun, Adelaide:** Charles Jacobs Sons, agents. Account with Barings for services and provisions for the ship at Adelaide, and for sale of freight from London, Apr-May 1876. With vouchers
 - (iv) **1876 17 Jul, Sydney:** Joseph Ward & Co, agents. Account with Barings for services and provisions for the ship at Sydney, and for sale of freight of flour and grain from Adelaide, Jun 1876
 - (v) **1876 Sep-Nov, Shanghai:** Turner & Co, agents. Receipted vouchers for disbursements in services and provisions for the ship at Shanghai. No account
 - (vi) **1877 28 May, London:** Shaw, Williams & Co, ship and insurance brokers. Account with Barings for twelfth voyage, inwards from Shanghai. With supporting vouchers, and with freight list of freight, Shanghai to London (reached London 14 Mar 1877)
17. **1877-80:** Accounts and other documents concerning the thirteenth voyage. Included with these documents are the wrappers in which the bundle was originally wrapped. They are printed notices of sailings of Inman Line, Liverpool to New York (with engraved illustration of the Royal Mail steamer City of Brussels, and Wilson Line, Hull to New York.

The ship fitted out in London, which she left 4 May 1877 with a general freight for Brisbane. It was her last voyage for Barings and her last under Captain Inglis. By 1877 the latter had obtained a controlling interest in the ship, but in April of that year he mortgaged his share to JS Hodgson and CL Norman, partners of Barings. The movements of the ship on this voyage are not easy to plot from the documents preserved. But they seem to have been as follows:

London - Brisbane - Shanghai - Hong Kong - Saigon and Bangkok - Hong Kong - Foochow - Melbourne - Sydney - Shanghai (where Capt Inglis left the ship and returned to England) - Foochow (under command of Capt WC Hewer) - Melbourne - Sydney - London

She left Sydney for London on 23 Jan 1880, but there are no documents of her arrival in London. Capt Inglis made efforts to sell the ship in Australia, but was not successful

- (i) **1877 Feb-Aug:** Letters of William Inglis, and his brother Robert H Inglis, to Barings. Receipts for money received; instructions for payment; purchase of four shares in the Black Prince by William Inglis from Captain Ryrie (for Ryrie, see Shewan, The Great Days of Sail, 60-66)

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- (ii) **1877 Apr, London:** A Donnison, notary public. Account rendered to Barings for arranging the mortgage of 60 shares in the Black Prince from William Inglis to James Stewart Hodgson and Charles Lloyd Norman, partners of Barings
- (iii) **1877:** Receipted vouchers for services and provisions in fitting out the ship for the thirteenth voyage
- (iv) **1877 4 Aug, London:** Shaw Williams & Co, ship and insurance brokers Account with Barings for receipts for the chartering of the ship by Devitt and Moore for the thirteenth voyage to Brisbane; and for disbursements in fitting out for the voyage With vouchers of advances of pay made to named members of the ship's company
- (v) **1877 15 Sep, Brisbane:** Bright Bros & Co, agents. Accounts with Barings: receipt for freight from London; disbursements in provisioning the ship at Brisbane and procuring freight
- (vi) **1877 18 Dec, Shanghai:** Turner & Co, agents. Account with Barings for sale of freight of coal from Brisbane, and for disbursements for provisioning the ship during its stay in Shanghai 10-26 Nov 1877, and for procuring freight to Hong Kong
- (vii) **1878 31 Jul, Hong Kong:** Turner & Co, agents. Account with Barings. Disbursements at Hong Kong, 1877 Nov-1878 Jul, and at Foochow, 1878 May-Jun; and sales of freight at Hong Kong from Bangkok (teak) and Saigon, 1878 Jan-Apr
- (viii) **1878 2 Jun, Black Prince, Foochow:** Captain William Inglis to Mr Nicholls, of Shaw, Stewart & Co, ship brokers, London

Instructions for his pay by order on Baring Brothers; the future of the writer and his ship

'... Messrs Turner & Co here are trying to obtain a cargo of tea for me to Melbourne and Sydney. It is not settled yet. Should I not get it, I will have to load for London, but at a low rate -£2.10 or £2. I think this voyage will about finish me up. Should I succeed in loading for Australia, I will try and sell the ship in Melbourne or Sydney if I can do so.

I will telegraph to Barings about it so as to get power to do so. Ships are simply no use at all now and it is no use trying to fight against steam as people will not employ sail when they can get steam. If I can get rid of my ship, I shall try and get into Shaw Son & Co's steamer on my return to London...'

- (ix) **1878 20 Sep, Melbourne:** William John Greig & Co, agents. Account with Barings for sale of freight and disbursements during

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18.1.17 cont

the ship's stay at Melbourne, for provisions, and for procuring onward freight of wool

- (x) **1878 28 Oct, Sydney:** Gilchrist, Watt & Co, agents. Account with Barings for disbursements for the ship during her stay in Sydney, c13 Sep - 4 Oct. and for receipts for sale of her cargo of tea from Foochow
- (xi) **1879 30 Jan, Shanghai:** Protest of Capt William Inglis, John Campbell, chief mate and Thomas Shand, carpenter, of the Black Prince, before the British Consul, Shanghai. Protest against damage suffered by grounding in the river Min when leaving Foochow, 6 Jan 1879, having two pilots on board, one of whom was penalised for this negligence. With Lloyd's Survey of the damage and repairs required, Shanghai 6 Feb 1879; and with estimates for cost of repairs, and general average for insurance purpose of their cost
- (xii) **1879 28 Jul, Hong Kong:** Russell & Co (HC6.1) Hong Kong to William Inglis, c/o Baring Brothers, London. Notice that the Black Prince had sailed from Foochow for Melbourne with freight of 1096 tons of tea, under command Capt WC Hewer

With freight list, dated Foochow 2 Jul 1879
- (xiii) **1879-80 Sydney:** Young & Lark, agents. Correspondence with Barings about despatch of the ship with freight of wool from Sydney, 23 Jan 1880, for London, under command Capt WC Hewer

18.2

A Note on the Records of the Norman Court

The records cover the years 1868-81. They are of much the same kind as those of the Black Prince, HC18.1.

Unlike the Black Prince, however, the Norman Court was built specifically for Barings. The records of her structure, including drawings, are therefore particularly complete; and the House still possesses the builder's model of the ship. The records also add to what is known of the Andrew Shewans, father and son, who were successively the first and second commanders of the Norman Court.

The original state of the records was the same as those of the Black Prince, and in their present make-up the contents of the original bundles have been maintained. For other records of the Norman Court see DEP11

1. **1868 27 Nov, London:** A&J Inglis to William Walkinshaw Proposal for a contract to build a ship 'from the lines to be furnished by Mr Rennie' at the price of £17.17.6 per ton register; with other

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18.2.1 cont conditions; the ship to be delivered to Barings ready for loading not later than 15 Jun 1869. With pressed copy of William Walkinshaw's reply, London 27 Nov 1868, accepting the proposal

2. **1868 27 Nov, London:** Draft of Articles of Agreement between Anthony & John Inglis, engineers and ship builders of Glasgow, and Barings, merchants of London

For the construction by Messrs Inglis for Barings of a composite sailing ship of A1 class for sixteen years. Specifying method of supervision of the work by Barings, cost and method of payment, and other conditions.

With full specification, dated Glasgow 25 Nov 1868, of the ship; dimensions; tonnage; planking and other timbers; sheathing and other metal fittings; sails; cabin and other interior fittings and furniture; masts and spars; inventories of crockery, cutlery and other stores; inventory of guns and ammunition. With covering letter A&J Inglis to Barings dated Glasgow, 6 Jan 1869
4 folios; sewn

3. **1869 10 Feb, London:** A&J Inglis, engineers and ship builders, of Glasgow, with the Phoenix Assurance Co. Printed pro-forma Policy No 1442674, insuring 'the hull of the composite built clipper ship No 65 (Norman Court)... at present in assured's yard on the north bank of the river Clyde at Point House near Glasgow...'

Insurance cover from 12 Jan to 12 Jul, during building and launching and in any harbour or dock in the United Kingdom except London, Liverpool and Belfast, but not while at sea. Value insured £3,600. Premium £5.8. Endorsed by A&J Inglis: 'Glasgow 16 Mar 1869. We hereby transfer our interest in the within policy to Messrs Baring Brothers & Co, London'

With receipts for premiums paid, and a printed tariff of rates of insurance

4. **c1869:** Architect's drawings in pen and ink, marked W Rennie, of a composite clipper ship. Scale quarter inch to one foot; with a list of principal dimensions. The drawings are: Sheer elevation, body plan and half breadth plan. Endorsed: Norman Court
5. **c1869:** Architect's drawings in black and red inks, with watercolour wash of midship section of clipper ship Norman Court. Scale three eights inch to 1 foot
6. **No date:** Architect's drawing in black and red inks, showing a plan of cabin and living accommodation aft for an unspecified ship (Norman Court?); showing positions of furniture. Scale not stated

Marked 'WT Young, 40 Penny Fields, Poplar, London, E'

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- 18.2 cont
7. Not used
 8. **1869 Jul-Aug, Newcastle upon Tyne:** Lloyd's Tyne Public Chain & Anchor Testing Co Ltd. (Board of Trade) Public Chain & Anchor Testing Machine
Registered certificates of statutory tests carried out on anchors and chains intended for the Norman Court
 9. **1869 16 Oct, 8 Bishopsgate:** Pro-forma bill of sale of shares in the Norman Court
Charles Lloyds Norman, banker (partner of Barings) of 8 Bishopsgate Street, London, Middlesex, to Andrew Shewan, master mariner, of 30 Burdett Road, Limehouse, London Middlesex. CL Norman was owner of 52 sixty-fourth shares in Norman Court; now sells 16 sixty-fourth shares to Andrew Shewan. Witnessed by Robert Todd Nicholls, 8 Bishopsgate. Consideration: £4,000

Entered in Registry of Shipping, Port of London, 16 Oct 1869
 10. **1869:** Statement of Captain Andrew Shewan's account with Barings in respect of his shares in the Norman Court
 11. **1868-79:** Norman Court. Captain's accounts, in account with Barings, the owners. Containing receipts and disbursements on account from the time of negotiations for her building up to the end of her eight voyage. The Captains concerned are Andrew Shewan, the elder 1868-73, and Andrew Shewan, the younger, 1873-79. 1 vol
 12. **1869:** 'Norman Court Capital... Account', covering period cAug-Oct, which is from the launching of the ship until her sailing from London on her first voyage

Payments include: to A&J Inglis for the ship herself; to William Rennie for the builder's model; to Mr Wyon for drawing heraldic arms; to Captain Shewan for salary and travelling expenses; for provisions and other expenses in Glasgow; for towage and pilotage on the voyage from Glasgow to London. With supporting vouchers

The capital of the ship is shown to belong to the following shareholders:

Charles Lloyd Norman (Barings)	- 16/64ths
Andrew Shewan	- "
William Walkinshaw	- 8/64ths
William Hutchison	- "
Patrick Dudgeon	- "
Duncan James Kay	- 4/64ths
John Mackenzie Ryrie	- "

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18.2.12 cont

Note: The ship cost £14,875.4.4 to build. This was paid by four instalments between Jan and Aug 1869. On the receipted voucher for the first instalment the ship's name is John O'Gaunt; thereafter the name is Norman Court

13. **1869-70:** Accounts and other documents concerning the first voyage of the Norman Court
She sailed from London on 19 Oct 1869 for Hong Kong which she reached by 1 Feb 1870. During Feb and Mar she was at Saigon whence she brought a cargo of rice to Japan. She was at Yokohama and Kobe in Apr and May. On 3 Jun she reached Foochow from Kobe. The loading of the tea began in Jul, and on 13 Aug the Norman Court sailed for home from the Pagoda Anchorage (Foochow). By 4 Sep, she was at Anjer, and reached Gravesend on 15 Nov 1870, the homeward journey having taken her about 94 days
- i) **1869-70:** Andrew Shewan, Master of the Norman Court
Statement of account with Barings Oct 1868-Oct 1869. Payments in Glasgow for provisions etc
With Portage Bill for the first voyage
With letters, Oct 1869-Sep 1870, from Andrew Shewan and Jane Shewan, his wife, about money to be supplied to her
 - ii) **1869 Aug-Oct, London:** Vouchers of craftsmen and tradesmen for fitting out the ship. Provisions; carpentry and other services; pilotage and towage; wages; travelling expenses; advances of pay
 - iii) **1870 4 Jan, London:** Shaw Maxton & Co, ship brokers.
Statement of account with Barings Sep-Dec 1869
With manifest of the Norman Court for Hong Kong, cleared in London 18 Oct, 1869
 - iv) **1870 Feb-Aug, Hong Kong:** Turner & Co, agents of Barings in China.
Account with Barings, with supporting vouchers: Provisions for and services to the ship; sale of freight from London; bills of lading for tea at Pagoda Anchorage (Foochow), Jul 1870. With manifest of freight (tea) for London
 - v) **1870 Feb-Mar, Saigon:** Kaltenbach, Engler & Co, agents.
Account with Barings with supporting vouchers: Provisions and services
 - vi) **1870 Apr-May, Yokohama:** Walsh Hall & Co, agents. Vouchers for provisions and services. With charter party, dated Yokohama 9 Apr 1870 for shipment of a cargo of rice to Kobe
 - vii) **1870 Sep, Anjer:** Vouchers for provisions for the ship on homeward voyage

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18.2 cont 14. **1870-71:** Accounts and other documents concerning the second voyage. The Norman Court left London on 22 Dec 1870 and reached Shanghai, her destination, on 14 Apr 1871 after suffering damage in gales in both the South Atlantic and Indian Oceans. She spent the spring and early summer trading in the Canton river and in July she took on mixed cargoes for London at Canton, Hong Kong and Macao. She left Hong Kong towards the end of July and reached London on 4 Nov 1871

- i) **1870 Nov-Dec, London:** Vouchers for pilotage and towage on the ship's return from first voyage, Nov 1870. Vouchers of craftsmen and tradesmen for fitting out the ship for the second voyage: sails; metal sheathing ; timber; chronometers, books and stationery; provisions and medical stores. Advances of pay and allotments to relatives of seamen
- ii) **1870-71, London:** Shaw, Maxton & Co. Account with Barings from Nov 1870 to Feb 1871 with manifest of the Norman Court for Shanghai, cleared from London 21 Dec 1870
- iii) **1871, London:** Mrs Jane Shewan to Barings. Requests for payment of her allowance
- iv) **1871 21 Apr, Shanghai:** Captain Andrew Shewan, with Alexander Reid, first mate and Thomas Mackie ship's carpenter. Protest before the British Consul (WH Medhurst) concerning damage sustained by the Norman Court in gales on passage from London to Shanghai
- v) **1871 2 Aug, Hong Kong :** Turner & Co, agents. Account with Barings, Apr to Jul 1871, for receipts and expenditure at Shanghai, Canton, Macao and Hong Kong, with supporting vouchers. With manifest of tea and other cargo cleared at Canton 6 Jul, Hong Kong 10 Jul, and Macao, 14 Jul 1871, for London
- vi) **1871 Nov, London:** Vouchers for pilotage and towage from Beachy Head to East India Dock at end of second voyage
- vii) **1871 Nov, London:** Captain Andrew Shewan. Portage Bill, with names etc

15. 1871-73: Accounts and other documents concerning the third voyage of the Norman Court

Part I : HC18.2.15 (i) - (iii)

Part II : HC18.2.15 (iv) - (vii)

The ship left London 9 Dec 1871 for Shanghai, which she reached 11 Apr 1872. Thence she came south to Swatow (2-21 May), next over to Kobe, where she discharged a cargo of pig iron and loaded one of rice (8-20 Jun). From Kobe she reached Hong Kong 13 Jul, and by the middle of

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- 18.2.15 cont August was loading tea at Whampoa Anchorage (Canton). She started for home in Sept and reached London 20 Dec 1872
- i) **1871 28 Nov, London:** Lloyd's Register of British and Foreign Shipping. Certificate for the Norman Court before her third voyage: A1 for sixteen years from 1869. With receipt for fee for survey, 24 Nov 1871
 - ii) **1871-72, London:** Captain Andrew Shewan, and Jane Shewan, his wife to Barings. Allotment and advance notes of money paid to Jane Shewan
 - iii) **1871 Nov-Dec, London:** Vouchers of craftsmen and tradesmen for fitting out the ship.
 - iv) **1873 Mar, London:** Norris & Joyner, ship brokers. Statement of account with Barings Dec 1871-Jan 1873. Advances and allotment of pay, Dec 1871-Jan 1873; bills of lading (tea, preserved ginger, lacquer furniture, canes and mats) at Whampoa Anchorage (Canton), Aug-Sep 1872; ship's manifest from Canton; freight books and memoranda of freight discharged at London Docks, Dec 1872; pilotage and towage from the Downs to London, Dec 1872
 - v) **1872 May, Swatow:** Bradley & Co, agents. Account with Barings, with supporting vouchers: provisions and services, including sale of freight from Shanghai
 - vi) **1872 20 Jun, Kobe:** Walsh, Hall & Co, agents. Account with Barings of sale of freight of pig-iron, and of provisions and services for the ship; with supporting vouchers
 - vii) **1872 Jul-Oct, Shanghai, Hong Kong and Canton:** Turner & Co, agents of Barings in China. Accounts with Barings, with supporting vouchers; sales of freight, purchase of provisions and services for the ship. With a copy of Bradley & Co's account at Swatow, 21 May 1872
16. **1873-74:** Accounts and other documents concerning the fourth voyage of the Norman Court

The ship left London on 22 Feb 1873. Her Captain, Andrew Shewan, the elder, had for sometime previously suffered from ill-health. A few days after the start of the fourth voyage when the ship was in the channel off Start Point, he became seriously ill, and the ship put in at Dartmouth. He recovered, but decided to stay at home and hand over command of the ship to his son, Andrew, who was sailing in her as First Mate. He, therefore went up to London to get permission of Barings for this change of command. Permission was granted and he returned to Dartmouth, bringing with him HP Brummell, a veteran officer of much experience, as First Mate. Andrew Shewan, the younger, assumed command and

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18.2.16 cont

sailed from Dartmouth on 28 Feb 1873. He was twenty-three years old. The Norman Court reached Hong Kong 12 Jun and by 5 Jul was at Foochow to load the tea. She left Foochow about 3 Aug and reached London 29 Nov 1873.

The voyage is described in Andrew Shewan's The Great Days of Sail, 140-151. See also, HC18.1.14 (iv)

- i) **1873 Jan-Feb, London:** Vouchers of craftsmen and tradesmen for fitting out the ship
 - ii) **Norris & Joyner, ship brokers:** Statement of account with Barings 1873 Feb-Dec. Advances and allotment of pay, ship's manifest outward for Hong Kong (cleared in London, 20 Feb 1873); ship's manifest inwards from Foochow (received in London, 20 Nov 1873); pilotage and towage
 - iii) **1873 22 Aug, Hong Kong:** Turner & Co, agents of Barings in China. Account with Barings 1873 Jun-Aug, with supporting vouchers: sales of freight, services and provisions for the ship in Hong Kong and Foochow
17. **1873-74:** Accounts and other documents concerning the fifth voyage of the Norman Court
Left London 8 Jan 1874 for Sydney where the ship arrived 8 Apr with a cargo of mixed goods. She left Sydney 9 May with coal for Shanghai. She was at Shanghai from about the last day of Jun until 7 Jul when she sailed for Foochow to load the tea. She reached Foochow 17 Jul. Operations there were speedily accomplished, and she sailed for home on 27 Jul. She reached the East India Docks in London on 18 Nov 1874
- i) **1873 Dec - 1874 Sep, London:** Captain Andrew Shewan, the younger, and Jane Shewan, his mother to Barings
About allowances to be paid to Jane Shewan; including, 2 Jan 1874, a special allowance to cover probate of the will of Captain Andrew Shewan the elder
 - ii) **1873 Dec - Jan 1874, London:** Vouchers of craftsmen and tradesmen for fitting out the ship
 - iii) **1874 Jan-Dec, London:** Norris & Joyner, ship brokers. Statements of accounts with Barings. Advances and allotments of pay; Charter party, dated Hong Kong, 30 Jun 1874, between A [McG] Heaton and Andrew Shewan, concerning cargo to be loaded at Foochow; Jul 1874 - Captain's Bills of Lading at Foochow (tea); 25 Jul 1874 - Ship's manifest, Foochow; Pilotage and towage to London, 1874 Nov; freight books, overside orders and memoranda, London 1874 Nov

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18.2.17 cont

- iv) **1874 8 May, Sydney:** Young & Lark, agents. Account with Barings 1874 Apr-May, with supporting vouchers. Sale of mixed cargo from London; provisions and services for the ship; statement of account of seamen deserters
 - v) **1874 29 Aug, Shanghai:** Turner & Co, agents. Account with Barings 1874 Jun to Aug, with supporting vouchers: sales of freight (coal), services and provisions for the ship at Shanghai, including printed notice, 2 Jul 1874, of her forthcoming departure for Foochow
 - vi) **1874 17 Aug, Foochow:** Turner & Co, agents. Account with Barings, 1874 Jul-Aug, including a memorandum of tea loaded on the ship; with supporting vouchers; Provisions and services for the ship at Foochow
18. **1874-76:** Accounts and other documents concerning the sixth voyage of the Norman Court. She left London about 19 Dec 1874, and arrived at Sydney 11 Mar 1875. She left with coal for Shanghai on 13 Apr and reached that port 27 May. There she remained disposing of her coal, and loading for London. A large part of her cargo consisted of tea brought by steamships from Hangchow. She sailed from Shanghai on 6 Sep 1875. On 10 Oct she was at Anjer, and she reached London on New Year's Day 1876
- i) **1874 Dec, London:** Vouchers of craftsmen and tradesmen for fitting out the ship. Including a letter from Captain Andrew Shewan to Barings, on board Norman Court between Beachy Head and the Isle of Wight, 19-20 Dec 1874, specifying certain bills to be paid, and describing weather conditions and the ship's progress at the start of the sixth voyage
 - ii) **1874-76:** Norris & Joyner and Anderson, Anderson & Co, Ship brokers. Statements of account with Barings. Advances and allotments of pay; preparation of the ship and her cargo for the outward voyage, Dec 1874 pilotage and towage on her return, Jan 1876.
Anderson & Co's account is endorsed by Nicholls, of Barings: 'Norris & Joyner'
 - iii) **1875 c13 Apr, Sydney:** Young & Lark, agents. Account with Barings 1875 Mar-Apr, with supporting vouchers. Sale of freight from London; provisions and services for the ship
 - iv) **1875 May-Sep, Shanghai:** Turner & Co, agents. Account with Barings, with supporting vouchers: Provisions and services for the ship; towage and pilotage.

Vouchers include expenses for a legal opinion on the ship's cargo; rebuilding of her figurehead and stern; Notices, Jun and Jul that

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18.2.18 cont

the ship was loading for London: 'with half her cargo engaged (i.e the tea received from Hangchow) will load at £3 per ton'

- v) **1875 10 Oct, Anjer:** AW Van Straaten provision merchant. Receipted voucher for provisions supplied to the ship
19. **1876-77:** Accounts and other documents concerning the seventh voyage of the Norman Court

Part I : HC18.2.19 (i) - (ii)
II : HC18.2.19 (iv) - (vi)

The ship left London 17 Feb 1876 with a mixed cargo for Sydney which she reached 2 Jun. On 1 Jul she sailed with a freight of 1000 tons of coal for Shanghai and reached that port on 31 Aug. Thereafter until Jan 1877 she made two journeys to Foochow, the approximate dates being as follows: left Shanghai 27 Sep 1876, arrived Foochow 1 Oct; left 17 Oct, arrived Shanghai 25 Oct; left 15 Nov, arrived Foochow 26 Nov; left 10 Dec after a delay of some three days and reached Shanghai 26 Dec.

There she loaded a mixed cargo consisting only partly of tea, and sailed for home 30 Jan 1877. She reached London on 19 May 1877

- i) **1876 Jan-Feb, London:** Vouchers of craftsmen and tradesmen for fitting out the ship. Towage and pilotage from London to the Downs
- ii) **1876 Jan-Dec, London:** Captain Andrew Shewan and Jane Shewan, his mother. Allotment paid to Jane Shewan, including one from the executors of her husband, Andrew Shewan, the elder
- iii) **1876-77:** Norris & Joyner and Anderson, Anderson & Co, shipbrokers. Statements of account with Barings. Advances and allotments of pay; preparation of ship and cargo for outward voyage; manifest outward for Sydney (cleared in London 14 Feb 1876); manifest inward for London (cleared Shanghai 26 Jan 1877); bills of lading, Shanghai Jan 1877; freight books and memoranda of freight discharged at London Docks May-Jun 1877
- iv) **1 Jul 1876, Sydney:** Young & Lark, agents. Account with Barings, Jun 1876 with supporting vouchers: provisions and services for the ship; sale of freight of general goods from London
- v) **22 Mar 1877, Shanghai:** Turner & Co, agents. Account with Barings for period Aug 1876-Mar 1877, with supporting vouchers. Sale of freight (coal); provisions and services for the ship, Aug 1876-Jan 1877; copy of ship's manifest of mixed cargo for London (cleared at Shanghai 26 Jan 1877)

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18.2.19 cont

vi) **1876 14 Dec, Foochow:** Turner & Co, agents. Account with Barings, Oct-Dec 1876, with supporting vouchers

20. **1877-79:** Accounts and other documents concerning the eighth voyage

Part I: HC18.2.20 (i) - (vii)
II: HC18.2.20 (viii) - (xviii)

The Norman Court left London on 11 Jul 1877 for Sydney where she arrived on 18 Oct. There she discharged her freight and took on coal for Shanghai. She left Sydney 4 Dec and reached Shanghai on 18 Jan 1878 after two mishaps. Here there was little to be got in the way of freight. The ship went across to Nagasaki in Japan at the beginning of Feb and returned to Shanghai in the middle of Mar 1878. She left Shanghai for the second time on 8 Apr, and for the rest of the spring of 1878 was off the China coast. She called at Newchwang, Chefoo and Swatow between Apr and Jun, and on 11 Jun reached Hong Kong. Here she loaded a cargo for South Africa. There is no clear record of what the cargo was. She left Hong Kong on 29 Jul 1878. On 31 Aug she was at Anjer, and reached Port Elizabeth on 29 Sep. She remained there till 19 Oct and reached Capetown on 1 Nov. There she disposed of her China cargo, and took on wool for London. She left Capetown on 6 Dec 1878 and reached London on 1 Feb 1879

Note 1: There is evidence to suggest that this long eighth voyage was not a happy one for the ship or for her Commander, Andrew Shewan. In Sydney he spent a fortnight in lodgings, and there is a record of a nurse at the lodging house. On entering the anchorage at Shanghai with a pilot on board on 18 Jan 1878 the ship ran aground. She was cleared with some difficulty and with damage to her copper sheathing.

The next day she was in collision with the steamship Europe which was lying at anchorage. The Europe sustained a good deal of damage, which had to be made good at the expense of the Norman Court. Andrew Shewan reported this mishap to Barings in a letter dated Shanghai 6 Feb 1878. In it, also, he complained of a lack of employment for the ship and poor rates for freight.

He decided, it seems, to spend the spring in China waters and to wait for the new teas of 1878 which would be ready to load about Jul. The months of waiting cannot have been very profitable for the ship. The only record of sale is that of a few miscellaneous items of freight by auction at Newchwang at the beginning of May. After the Norman Court reached Hong Kong on 1 Jun 1878, there is no record that she in fact loaded teas. If she had, it is reasonable to suppose that she would have raced them home to London. Instead she brought her China cargo to South Africa. Finally, on discharging her Capetown cargo of wool in London, she was found to be two bales short, and the dispute about this was not settled until May 1879. It may be noted that this eighth voyage of the Norman Court (1877-79) was roughly contemporaneous with the

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HC18

18.2.20 cont

thirteenth voyage (1877-80) of her sister ship Black Prince (HC18.1.17), and that Captain Inglis, commanding the latter, also had his troubles. The truth was that the days of sail were ending. In face of the competition of steamships, such as the Europe, using the Suez Canal, tea-clippers were no longer practicable. The voyage which ended in 1880 was the last to be made by the Black Prince for Barings. For the Norman Court three more remained

Note 2: As part of her preparation for the eighth voyage, in Jun-Jul 1877, the Norman Court was converted to barque rig. Among the receipted vouchers for her fitting-out is that of John Phillips, rigger, 5 Plimsoll Street, East India Road, Poplar. His bill, dated 7 Jul 1877, includes: 'To sending down crossjack, mizen topsail and topgallant yards, mizen topgallant mast and mizen topmast, and putting them over side'.

Making the necessary alteration in the topmast rigging to rig as a barque, sending up new mizen topmast and setting all rigging connected with the same. As per estimate £9'

Before this conversion the Norman Court had been a full rigged (three-masted) ship, that is to say she had been square rigged on all three masts. She crossed four yards on each mast, namely Lower, Topsail, Topgallant and Royal yards. As a barque she retained fore and main masts square rigged, but the mizen was rigged fore and aft. The plaque on the beautiful, builder's model, describes the Norman Court as a 'barque'. The date of the plaque, therefore, cannot be earlier than 1877

- i) **1877 May-Jul, London:** Vouchers of craftsmen and tradesmen for fitting out the ship; towage and pilotage from London to the Downs. Including specification of conversion of the ship to barque rig - see Note 2
- ii) **1877-79:** Captain Andrew Shewan. Account with Barings Jul 1877 to cJul 1878; and portage bill, covering periods of service Jul 1877 to Feb 1879, with names, ranks, dates of service and wages due
- iii) **1877-78:** Captain Andrew Shewan, and Jane Shewan, his mother. Receipts for wages and allotments of pay
- iv) **1877-79, London:** Norris & Joyner, ship brokers. Statements of account with Barings for outward voyage London to Sydney, and inwards Capetown to London. Advances and allotments of pay; services to the ship for outward voyage; freight books and memoranda of freight (wool) discharged at London Docks, Feb 1879
- v) **1877 4 Dec, Sydney:** Young & Lark, agents. Account with Barings, Oct-Dec 1877, with supporting vouchers; provisions and services for the ship; sale of freight from London. Including

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18.2.20 cont

- payment to a nurse for attendance and to Mrs M Abraham for board and lodging of Captain Shewan and steward for two weeks, and partial board and lodging for nurse. The steward was William Marshall
- vi) **1878 6 Feb, Shanghai:** Andrew Shewan to Barings. Complaining of lack of employment for the ship at Shanghai and poor rates of freight; enclosing surveyor's report of damage sustained by the ship in collision with the steamship Europe in Shanghai harbour, 19 Jan 1878; and enclosing receipted vouchers for the repair of the damage
 - vii) **1878 Feb-Mar, Nagasaki:** Vouchers of provisions and services to the ship
 - viii) **1878 18 May, Shanghai:** Turner & Co agents. Account with Barings for the period Jan-May 1878 with supporting vouchers. Sale of freight (coal); provisions and services for the ship
 - ix) **1878 Apr-May, Newchwang:** Vouchers of provisions and services for the ship, and of an auction sale of various items of freight
 - x) **May 1878, Chefoo:** Vouchers of provisions and medical attendance
 - xi) **1878 6 Jun, Swatow:** Bradley & Co, agents. Vouchers of provisions and services to the ship
 - xii) **1878 31 Jun, Hong Kong:** Turner & Co, agents. Account with Barings for period 17 Jun to 31 Jul 1878, with supporting vouchers, including expenditure to procure freight to Cape of Good Hope
 - xiii) **1878 31 Aug, Anjer:** Steward's account (William Marshall) for provisions
 - xiv) **1878 18 Oct, Port Elizabeth:** Dunell, Ebdon & Co, agents. Account with Barings for period Sep-Oct 1878, with supporting vouchers
 - xv) **1878 7 Dec, Capetown:** James Searight & Co, agents. Account with Barings with supporting vouchers, Nov-Dec 1878. Provisions and services for the ship; sale of freight from China. Freight list, 7 Dec 1878, and bills of lading, 30 Nov to 5 Dec 1878 of wool for England
 - xvi) **1879 3 Feb, London:** Captain Andrew Shewan. Instrument of protest before Alfred Donnison, notary public, concerning damage sustained by the Norman Court when she first went aground and, later was in collision with Europe in Shanghai harbour, 18-19 Jan

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HC18

18.2.20 cont

1878. With statements of the damage assessed for insurance purposes, prepared by William Richards, 16 May 1879

- xvii) **1879 Feb-May, London:** Norris & Joynrt, ship brokers
Correspondence with Charles K Busk & Co, and others, concerning two bales of wool short delivered by the Norman Court from Capetown
- xviii) **1879 17 Apr, London:** William Richards of New City Chambers, to Barings. The letter begins: 'Norman Court. If the Captain of this ship is in London please ask him to call upon us. The papers before us are very incomplete.' Specifying documentary evidence required concerning it seems, the ship's visit to Shanghai and Hong Kong on the eighth voyage

21. **1879-80:** Accounts and other documents concerning the ninth voyage

- Part I: HC18.2.21 (i) - (v)
II: HC18.2.21 (vi) - (xvi)

Captain Andrew Shewan's ill-health, first apparent in Sydney in 1877 (see HC18.2.20), prevented him from going on this voyage. Indeed, he had sailed his last for Barings in the Norman Court. The new Captain was James Lawrence Dunn, whose wife, Susan Dunn, was a niece of Captain William Inglis of the Black Prince (see HC18.2).

After this voyage and with Andrew Shewan's continuing indisposition, James Dunn retained command for the tenth and eleventh voyages. In Mar 1880, soon after the ninth voyage, Barings, in the name of Charles Loyd Norman, bought out all the other shareholders in the ship, and acquired sole possession of her. This was a preliminary to an attempt to sell the ship in Apr 1880. The itinerary of the ninth voyage was as follows: The ship left the S.W India Dock, London on 17 Mar 1879 for Sydney which she reached on 13 Jun. She stayed only to dispose of her cargo before going on to Newcastle, New South Wales, where she arrived on 7 Jul. Here she loaded coal for Hong Kong, for which port she sailed 20 Jul and reached it on 3 Sep. Having disposed of her coal, she left Hong Kong on 22 Sept and reached Pagoda Anchorage, Foochow on 27 Sep. Here she made ready at high speed to take on tea. This freight was loaded between 30 Sep and 4 Oct 1879. On 7 Oct the ship left the anchorage but she was, it seems, delayed at High Peak, and did not begin her homeward voyage until about 17 Oct. She was at Anjer 2/3 Nov 1879, and reached the East India Dock on 5 Feb 1880

- i) **1879 Feb-Mar, London:** Vouchers of craftsmen and tradesmen for fitting out the ship; towage and pilotage from London to the Downs. Including surveyor's report, 15 Mar 1879 of satisfactory stowage of cargo; and bill of WT Young, shipwright, 14 Mar 1879, for altering the stateroom into the pantry and vice versa (see HC18.2.6)

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18.2.21 cont

- ii) **1879 15 Mar, London:** Memorandum of agreement between Barings and James Lawrence Dunn concerning the appointment of the latter to command the Norman Court for the ninth voyage. With Captain Dunn's offer to take the appointment; and his doctor's certificate of physical fitness, 1879 Feb
- iii) **1880 Mar:** Captain James L Dunn. Account with Barings Feb 1879 - Mar 1880 and portage bill covering period of service Mar 1879 - Feb 1880, with names, ranks, dates of service and wages due
- iv) **1879 Mar - Jan 1880, London & Woodford Essex:** Captain James L Dunn and Susan Dunn, his wife. Instructions to Barings about payment of allowance to Susan Dunn; with monthly receipts
- v) **1879-1880, London:** Norris & Joyner, ship brokers. Statement of account with Barings for outward voyage, London to Sydney, with supporting vouchers; advances and allotments of pay. Freight books and memoranda of freight (tea) discharged at London Docks, Feb-Mar 1880, at the end of the voyage
- vi) **1879 14 Jul, Sydney:** Young & Lark, agents. Accounts with Barings, 1879 Jun-Jul, with supporting vouchers; provisions and services for the ship; sale of freight from London
- vii) **1980 21 Jul, Newcastle, New South Wales:** Bingle, White & Co, agents. Account with Barings, with supporting vouchers; provisions and services; advances of pay. With bill of lading, coals for Hong Kong
- viii) **1879 31 Oct, Hong Kong:** Turner & Co, agents. Account with Barings, 1879 Sep-Oct, with supporting vouchers. Advances of pay; provisions and services for the ship; disbursements by Turner & Co, Foochow with supporting vouchers there
- ix) **1879 6 Oct, Foochow:** Turner & Co, agents. Ship's manifest of cargo of tea for London. With bills of lading of the cargo, 30 Sep-4 Oct 1879
- x) **1879 2-3 Nov, Anjer:** Vouchers for provisions and services for the ship. Including doctor's bill and lodgings for the night for Mr AD Doughty (passenger)
- xi) **1880 Feb, London:** Vouchers for services and provisions for the ship on her return to London. Towage and pilotage; advances of pay; dock dues; provisions
- xii) **1880 17 Feb, East India Docks:** Alexander Shewan, apprentice in the Norman Court. Settlement of his account with Barings on his finishing his indentures of apprenticeship

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18.2.21 cont

- xiii) **1880 Feb, London:** AD Doughty, passenger in the Norman Court, ninth voyage. Account of his expenditure on the voyage
- xiv) **1880 Jan-Apr, London:** Captain Andrew Shewan, and Jane Shewan. Receipt for shore wages 1879-80; payment from the estate of Andrew Shewan, the elder, deceased; agreement to sell the shares in the Norman Court, formerly held by Andrew Shewan, the elder
- xv) **1880 Mar, London:** Two pro-forma bills of sale of shares in the Norman Court
- 1880 19 Mar:** William Walkinshaw, merchant of London (8 shares); Duncan James Kay, banker, of London (4 shares); and Andrew Shewan, master mariner, of Hackney (16 shares). Total 28 shares sold to Charles Loyd Norman (partner of Barings). Consideration £2,187.10.0
- 1880 23 Mar:** William Hutchinson, merchant of Aberdeen (8 shares); Patrick Dudgeon, ship owner, of Kirkcudbright (8 shares); and John Mackenzie Ryrie, master mariner, of Lancs (4 shares)
- Total 20 shares sold to Charles Loyd Norman (partner of Barings)
- With the account, Apr 1880, of A Donnison, notary public, for legal expenses incurred in the sale of shares
- xvi) **1880 6 Apr, London**
John Thompson & Son, shipping auctioneers, surveyors and valuers. Account of expenses incurred for advertising the Norman Court for sale, Feb 1880, and for printing inventories. With printed notice of sale, giving full specifications
22. **1880:** Accounts and other documents concerning the tenth voyage
In Feb 1880 Andrew Shewan finally relinquished command. The ship was put up for sale, and there was at least one potential purchaser. But perhaps the price of £5,500 offered was considered unsatisfactory, since John Inglis, who had built her, estimated her value at 'about £6,000'. At any rate the Norman Court continued to ply for Barings. Before the tenth voyage some £800 was spent on refitting the ship. The itinerary of the voyage was:
- Left East India Docks 31 Mar 1880 for Cardiff, where the ship remained from 12 to 27 April loading coal. Thence she sailed for Galle, Ceylon (Sri Lanka), but not without troubles. She had encountered two gales of such exceptional severity in the South Atlantic that Captain Dunn had, after the second one, ordered a part of the cargo of coal to be sent overboard, fearing for the safety of the ship should she be struck a third time. At Galle the remainder of the coal was disposed of to P&O Steamships, and the Norman Court left for Cochin, Madras States, on 4 Aug, with a part-

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HC18

18.2.22 cont

cargo consisting mainly of coconut fibres. At Cochin, which she reached on 21 Aug, she completed her cargo, of the same kind, and sailed for home about 11 Sep. She reached London on 30 Nov 1880

- i) **1880 Feb-Aug, London:** Captain Andrew Shewan. Letters concerning his command of the Norman Court

1880 18 Feb: To Barings. Requesting leave to resign command on account of his continuing ill-health

1880 19 Mar: Andrew Shewan and Jane Shewan, executors of the will of Andrew Shewan, the elder, to Barings. Requesting the transfer to their account of shares in the Norman Court held by the late Andrew Shewan, the elder; and a request for cash payment of £50

1880 12 Aug: Pressed copy of Barings' testimonial to Andrew Shewan on relinquishing command. For the original see DEP11.2

- ii) **1880 Feb-Mar, Glasgow:** John Inglis, of A&J Inglis, builders of the Norman Court. Correspondence with Robert Todd Nicols of Barings, concerning the extensive refit proposed for the ship in order to obtain an extension of her A1 certificate at Lloyds

Specification and estimate of the work necessary; estimating the total value of the ship at about £6,000. 'Composite ships are now quite out of favour, and nobody would think of building them on account of the expense - and indeed the price going for them indicates that -something like £4 per ton...'

Note: 'Composite' in this context means built of iron and wood. The price of the Norman Court when she was built in 1869 was £17.7.6 per ton

- iii) **1880 Mar, London:** Barings. Request for tenders to be submitted for carrying out specified work in the Norman Court. With replies

The firms concerned were Nelson Dock Co Ltd, Rotherhithe; J&RB Brown, Rotherhithe; Johnson & Co, Millwall; R&H Green, Blackwell

- iv) **1880 Mar, London:** Trinder, Anderson & Co, proprietors of the Elder Line to Australia. Offer to buy the Norman Court for £5,500, with Barings and to run her as a regular trader in the Elder Line

- v) **1880 Mar, London:** Vouchers for craftsmen and tradesmen for fitting out the ship; pilotage to Gravesend and on to Cardiff. The ship underwent a considerable refit between 12 and 17 March 1880. The object was to her A1 certificate at Lloyds – 16 years

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18.2.22 cont

from 1869 – extended for another three years, and thus to enhance her value at a sale. Among the vouchers for work done at this time may be noted:

R&H Green, Green's Dock, Blackwell, for docking and stacking ship; stripping copper sheathing; stripping ceiling in the holding and providing new one. Total £450

Griffiths, Williams & Co, Garford St, West India Docks, for providing new copper sheathing etc £293.17.7

- v) Reed & Berry, 50 Lower Shadwell, for providing new jib-boom and spar, £24.10.6
The documents also include: List of stores remaining on board after the ninth voyage, and additional amounts required for tenth voyage; receipt for Lloyd's survey; pilotage and towage
- vi) **1880 30 Mar, London:** Memorandum of agreement between Barings and James Lawrence Dunn for the tenth voyage
See HC18.2.21 (ii)
- vii) **1880:** Captain James L Dunn, and Susan Dunn, his wife.
Instructions about payments of her allowance; with monthly receipts
- viii) **1880 Mar-Dec, London:** Captain James Dunn. Account with Barings; with portage bill for the same period
- ix) **1880-81, London:** Orr, Riddock & Co, shipbrokers. Accounts with Barings, dated 3 May 1880, 1 Oct 1880, and 8 Feb 1881, with supporting vouchers
Advances of pay; manifest of freight from Cochin and Galle for London, and memoranda concerning discharge of freight at London Docks, 1880 Dec
- x) **1880, 22 Apr, Penarth Dock, Cardiff:** Captain James L Dunn. Correspondence with RT Nichols, of Barings, about the expense of the recent refit done to the Norman Court; conditions and activities at Cardiff
- xi) **1880 30 Apr, Cardiff:** FP Carrel, shipbroker. Account with Barings, Apr 1880, with supporting vouchers. Provisions and services for the ship; advances of pay; towage and pilotage
- xii) **1880 3 Aug, Galle, Ceylon:** Captain James Dunn, master; John Underhill, first mate; Alexander Stevenson, second mate; Archibald Malcolm, carpenter. Instrument of protest, before Edwin R Anthonisz, notary public, concerning damage sustained in two fierce gales in the South Atlantic, during the second of which it had been necessary to jettison a part of the ship's cargo of coal

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HC18

18.2.22 cont

With account submitted by Anthonisz for work in connection with the protest

- xiii) **1880 4-5 Aug, Galle, Ceylon:** Clarke, Spence & Co and Delmege, Reid & Co - agents. Accounts with Barings, July-Aug 1880, with supporting vouchers. Provisions and services; sale of freight (coal) from Cardiff; advances of pay. With manifest of freight (plumbago, coir yarn, coconut oil etc) for London, cleared at Galle 6 Aug 1880
 - xiv) **1880 10 Sep, Cochin:** Pierce Leslie & Co, agents. Account with Barings, Aug-Sep 1880, with supporting vouchers. Provisions and services; manifest of freight (coir rope and yarn, etc) for London
 - xv) **1880 10 Sep, London:** Clarke & Co, agents. Account with Barings for telegrams exchanged with Clarke, Spence & Co, agents of Galle, Ceylon, concerning the cargo of the Norman Court for London. See (xiii)
 - xvi) **1880 Oct-Nov, London:** Accounts concerning coal jettisoned from the Norman Court (nearly 76 tons out of cargo of 1060 tons)
23. **1880-81:** Accounts and other documents concerning the eleventh voyage. The ship left London Docks on 21 Dec 1880 for Cardiff which she reached on 4 Jan 1881. There she loaded a cargo of coal and sailed for Cocanada, Madras (Chennai), on 23 Jan. She reached Cocanada in May and by 2 Jun 1881 she had disposed of her coal and had loaded a mixed cargo for London, where she arrived on 3 Sep 1881
- i) **1880, London:** Vouchers of craftsmen and tradesmen for fitting out the ship; pilotage and towage
 - ii) **1881, London:** Orr, Riddock & Co, shipbrokers
Accounts with Barings, dated 27 Jan 1881 and 9 Nov 1881, with supporting vouchers, covering period Dec 1880-Oct 1881

Advances of pay; Manifest of freight (rice, myrabolams, coir yarn, buffalo horns etc) from Cocanada for London, cleared 2 Jun 1881; with Bill of Lading of coir yarn, of same date; Memoranda concerning discharge of freight in London, Oct 1881
 - iii) **1881 2 Feb, Cardiff:** FP Carrel, agent
Account with Barings, for January 1881, with supporting vouchers. Provisions and services; advances of pay; towage and pilotage
 - iv) **1880 20 Dec, London:** Memorandum of agreement between Barings and James Lawrence Dunn for the eleventh voyage
 - v) **1880-81:** Captain James L Dunn, and Susan Dunn, his wife

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18.2.23 cont

Instructions about payment of her allowance, with monthly receipts

- vi) **1881 31 May, Cocanada:** Captain James K Dunn. Copy of receipt given by him to Hall Wilson & Co, agents of Cocanada, for money on freight of coal from Cardiff. The coal was for the British India Steam Navigation Co
- vii) **1881 2 Jun, Cocanada:** Captain James L Dunn to Barings About cargo for London and its stowage on board; expense incurred by the extensive renewal and repair of sails; high incidence of sickness in the ship's company in 'this terrible climate'; advance of pay

24. 1866-80: Miscellaneous

- i) **1866 19 Feb, Manchester:** The Whitworth Co Ltd Account with Andrew Shewan for the provision of one 12 pounder Whitworth Patent Muzzle loading, tempered steel, rifled gun; with the appurtenances and ammunition (specified). Total £219.3.0
- ii) **(Date uncertain):** Architect's drawing, in pen and ink with colour wash, scale half inch to one foot, of the midships section of an unnamed ship (not, Norman Court - see HC18.2.4) The drawing is marked in stencilled figures '1810' perhaps the number of the drawing
- iii) **1869 3 Nov, London:** P Ryrie. Insurance policy with the Maring and General Mutual Life Assurance Society, covering a gun (£30) and baggage (£100) during sea passage from Southampton to Hong Kong. Premium £2.14.6 For Ryrie, see Andrew Shewan, The Great Days of Sail, 60-63
- iv) **c1869-81:** Labels and printed documents formerly used as wrappers for the bundles of records of the Norman Court. Including: Tariff of through tickets of the General Steam Navigation Co, London, 1880-81; Advertisement of the sailing of the 'new iron... 'clipper barque' Glen Caladh, 500 tons, from Glasgow to Singapore and Penang

18.3

A Note on the Records of the Chaa Sze

The records cover the years 1860-68. They were found in a deed box marked 'CHAA SZE', together with other papers relating to the work of the 'Shipping Department' of Barings

The type of records are identical to those relating to The Black Prince and Norman Court (HC18.1.2)

House Correspondence - Ships' Papers

HC18

18.3 cont The Chaa Sze was built by Halls of Aberdeen in 1860, weighed 550 tons and was 170 feet overall. In May 1860 JW Dudgeon, London merchant, sold his 48/64th share to William Hutchinson, William Walkinshaw and Andrew Shewan (16 shares each). In February 1866 Patrick Dudgeon, agent, sold 8/64th shares to Duncan James Kay, merchant in the City of London. Barings interest in the ship arose out of its absorption of Finlay, Hodgson & Co in 1867. In 1868 the ship was sold to Devitt & Co

1. **1860-68:** Voyage Accounts (Voyages 1-8, and 'a/current cost of ship')
2. **1860-68:** Disbursement Books, being disbursement accounts of Capt A Shewan, master of the Chaa Sze

The books are:
 1. 'No 1' 1860-65
 2. 'No 2' 1866-68
3. **1864:** Papers relating to the fourth voyage of the Chaa Sze, including insurance certificates, cargo manifests, and vouchers
4. **1865:** Papers relating to the fifth voyage of the Chaa Sze, including manifests, insurance certificates and vouchers
5. **1865-66:** Papers relating to the sixth voyage of the Chaa Sze, including manifests, vouchers, etc
6. **1866-67:** Papers relating to the seventh voyage of the Chaa Sze, including manifests, vouchers, agents accounts, etc
7. **1867-68:** Papers relating to the eight voyage of the Chaa Sze, including vouchers, agents accounts, manifests, etc
8. **1868:** 'Mates Receipts Inwards Chaa Sze', being vouchers for goods received on board, bearing signatures of Chief Officers
9. **1860-66:** Bills of sale, builders certificate and power of attorney for sale of Chaa Sze; declaration of ownership of the Norman Court; bill of sale of the Speedwell
10. **1867-68**
 1. Receipts of Capt A Shewan, mostly given to Robertson & Co, ship and insurance brokers, in respect of goods received on board the Chaa Sze at London, bound for Hong Kong
 2. Receipts from firms collecting cargo from the Chaa Sze at Hong Kong

House Correspondence - Ships' Papers

HC18

18.4 Papers Concerning Ships Built Under Supervision or Overseas Owners

A Note on the Records

In the 1860s and 1870s Barings acted as British agent for overseas purchasers of British ships. Orders were often placed by Barings in its own name, and the firm supervised the building, paid the builders instalments when due, and arranged for provisioning and despatch. All the ships appear to have been for the China coastal trade and this business had presumably been acquired from Finlay Hodgson & Co, following their absorption by Barings in 1867.

The records were found in a deed box marked 'Chaa Sze', other papers of which are now catalogued under HC18.3 and 5. The records consist of vouchers, agreements, plans and drawings, specifications, sale agreements, crew wage notes, etc.

- 18.4
1. **1867-68, London:** Barings with John H Austin & Co, Vivian Younger and Bond, J Warner and Sons and others
Invoices, estimates and other papers for goods and equipment delivered on board on 'export ship' at London
 2. **1867-68, London, Glasgow and Shanghai:** Barings with McDiarmid, Greenshields & Co, Thomas Scott, Russell & co, and A&J Inglis
Relates to a Chinese government order for a pair of marine steam engines with related machinery (value £9000), placed with A&J Inglis of Glasgow; with specifications and details of shipment
 3. **1868-69 London, Melbourne and elsewhere:** Barings with L Vernon; Middlemist, Perkins and Homer; London and St Katherine Dock Co; and others; with accounts, vouchers, wage notes, and other papers

Relates to the voyage of the barque Pelham -Australia, India and Britain - with details of provisioning, maintenance, crew, and sale of ship in December 1868 by order of Barings to Pile & Co
 4. **1868-70:** 'Specifications, tenders and drawings for steamers'
 - a) **1868-69, Dumbarton:** Barings with Denny Brothers; with drawings
Relates to specifications and estimates supplied for a screw steamship and a screw steam lighter for the China coastal trade; with details of the ship America then building at Dennys and which was offered as a substitute for one of the above vessels
 - b) **1868 Stockton on Tees:** Barings with Pearce & Co
Specifications for an iron screw steamer

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18.4.4 cont

- c) **1869 London:** Barings with Samuda Brothers
Specifications for an iron paddle steamer
 - d) **1868-69, Aberdeen:** Barings with Hal, Russell & Co; with plans
Hall's tender to build a screw lighter for the China coastal trade
 - e) **1868-69, Glasgow:** Barings with A&J Inglis
Specifications and tender of Inglis to build an iron screw steamer
(210 ft long)
 - f) **1869, London:** Barings with A&W Dudgeon
Dugeon's tender to build a steamer
 - g) **1869, Renfrew:** Barings with Henderson, Coulborn & Co
Henderson's tender to build a paddle steamer (275 ft long)
 - h) **nd. Poole:** Finlay Hodgson & Co with Thomas and James
Manlaws Wanhill, shipbuilders
A contract to build a clipper schooner
 - i) **1869, Glasgow:** Barings with R Napier & Sons
Napier's estimate and specifications for a screw steamer for the
China coastal trade
 - j) **nd:** Specifications for an iron paddle steamer 2136 tons
 - k) **nd:** Specifications for steam engines
 - l) **nd:** pecification and plans which cannot be linked with any of the
above
5. **1869, London, Glasgow and elsewhere:** Barings with A&J Inglis &
Co and others
Agreement and other papers relating to the building of an iron screw
lighter (ship no 69) by A&J Inglis for the China coastal trade. The ship
was subsequently known as the Millet (see HC18.4.11)
6. **1869, London, Paris, Naples, Glasgow and elsewhere:** Barings
with Captain Dearborn; G Tyson; A&J Inglis; Denny Brothers; Hall,
Russell & Co; and others
- Relates to tenders and specifications requested by Barings for a river
steamer to be built for George Tyson; with details of technical advice
received by Capt Dearborn
7. **1869-70, London, Glasgow and elsewhere:** Barings with A&J
Inglis, Capt Dearborn and others; with insurance policies

House Correspondence - Ships' Papers

HC18

18.4.7 cont

Relates to the building of a paddle steamer (ship number 68) by A&J Inglis, with details of insurances and payments of instalments by Barings to Inglis

8. **1869-70, London Glasgow and Bilbao:** Barings with Juan Jose de Vina, A&J Inglis, Thomas B Seath & Co, and others; with plans, drawings and specifications

Relates to the building of a paddle steamer, Yru by Inglis to Barings' order for de Vina; with details of negotiations concerning specifications and price, insurance, and payment of instalments by Barings to the builders

Note: The Yru was 102 ft overall, weighed 83 tons gross and was powered by 30hp engines

9. **1869-70, London, Aden, Port Said, Jeddah, Liverpool and elsewhere**

Barings with CW Kellow, E Von L Estocq, J Donnison & Sons, and others; with vouchers, accounts, inventories, crew lists, portage bills, etc

Relates to the sale of the steamers Paris and Mauritius by Borradaile Schiller Steam Tug Association Ltd, Calcutta, to CL Norman and their voyage to Britain

10. **1869-70, London and Glasgow:** Barings with A&J Inglis, The Suez Canal Transit Office, and others; with vouchers of suppliers of furniture and fittings, equipment and provisions and with bills of sale by Barings in favour of H Hughes Warder and F Blackwell Forbes, merchants at Shanghai

Relates to the despatch of the paddle steamer Moning from Glasgow to Shanghai

Note: The Moning was 177.2 ft overall, weighed 2745.79 tons gross, and had one 300 hp engine

11. **1869-70, London, Glasgow and elsewhere:** Barings with A&J Inglis, John Phillips & Co, Elkington & Co, Fraser and McLaren, John Bell & Sons, John Phillips & Co, DM Gregor & Co, Duff and Nephew, and others with vouchers

Relates to the completion, provisioning and despatch of the screw steamers (?), Shan Iung and Millet to China

12. **1871-72, London, Glasgow and elsewhere:** Barings with Boucher, Guy & Co; Vickers Sons & Co Ltd; JE Barnett & Sons; Charles Ingram; McCabe & Co, James Whyte; John Phillips & Co; and A&J Inglis

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- 18.4.12 cont Relates of the building, provisioning and despatch of the steamer Chihli, built by A&J Inglis for the Shanghai Steam Navigation Co
13. **1873, London and Leith:** M Lewes with Barings
Relates to the procurement of a crew for the steamer Shing King
14. **1873-75, London, Glasgow, Newcastle and elsewhere**
Barings with A&J Inglis; Russell and Sturgis; Captain Fagg; R Napier & Sons; James Morrison & Co; John Elder & Co; Albion Iron Works; and JC Rennie; with vouchers, specifications, plans

Relates to estimates received for building the steam paddle tug Bacolod for Russell and Sturgis of Manila; with details of the delivery of the tug and reports concerning the fracture of her iron plates when in dry dock at Manila
15. **1874, London, Glasgow and elsewhere:** Barings with Elkington & Co, James Whyte, Rt Moore & Co, DM Gregor & Co, J Elder & Co, Capt Wells, and others; with vouchers, receipts, crew advance notes, etc

Relates to the provisioning and despatch of the ship Paouting
16. **1874:** Specifications, plans, agreements, insurance certificates and other papers

Relates to the order by Barings of a steam ship (179) from John Elder & co, of Glasgow

Note: The ship was finally known as the Caing Loongs, was 327 feet overall and weighed 3856 tons. She cost £34,980 and was delivered on the 1 Oct, 1874. She was never operated by Barings, but presumably ordered on behalf of foreign owners

18.5 Papers concerning Bottomry Bonds

A Note on the Records

These papers were located in the same deed box as papers now catalogued under HC18.3-4. They relate to bottomry bonds on ships in foreign ports and were sent to Barings for collection by overseas correspondents. This business would appear to have been handled by the Shipping Department

1. **1868, London and elsewhere:** Barings with Stringer, Pembroke & Co, The Association for the Protection of Commercial Interests..., and others
Relates to a bottomry bond of the ship Maggie Leslie
2. **1868:** Bottomry bond of the ship Lizzie M Merrill. Barings made a loan to the ship's captain at Cork, to enable him to proceed to Boston with iron ore

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HC18

- 18.5 cont
3. **1868, London, Callao and elsewhere:** Respondentia Bond, accounts and other papers
Relates to a bottomry bond of the ship Bethjah Thayer at Callao, resulting from expenditure in arranging for the transhipment of cargo; with instructions of GH McColley to Barings to collect
 4. **1869:** MaClaine, Watson & Co to Barings; with respondentia bond and insurance policy
Sending Barings respondentia bond with instructions to collect, in connection with the barque Zodiac
 5. **1870, London, Queenstown and Boston:** Barings with N&J Cummins & Bros, Albert Marwick, and SG and GC Ward
Relates to a bottomry bond of the ship Lorenzo at Queenstown, sent to Barings by Ward for collection
 6. **1870, Batavia:** Bottomry Bond of the ship Corea in favour of Maclaine, Watson & Co of Batavia, merchants
 7. **1879, London, Bermuda and New York:** Barings with Hatton, Watson & Co, ship brokers at New York, Stovell & Brown, ship and insurance brokers at London, John Pitcairn & Sons, ship agents at London; with notorial certificates, bottomry bonds, newspapers cuttings, etc

Relates to a bottomry bond of the ship Harry Davies, damaged off Bermuda, passed to Barings by Hatton, Watson & Co for collection; with details of a dispute concerning the percentage commission on the value of the cargo. Her cargo was consigned to Price Brothers and her agents were John Pitcairn & Sons