

Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the wreck of the: CASTILIAN



Possibly the CASTILIAN

Stranding of the CASTILIAN December 4th 1868

Report compiled by:
Robert Dafydd Cadwalader

Report Title: **Welsh Wreck Web Research Project
(North Cardigan Bay)
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CASTILIAN**

Compiled by: **Robert Dafydd Cadwalader**
2 Bron Trefor
Criccieth
Gwynedd
LL52 0AE
Cadwalader.robert@gmail.com
01766523027 07866633927
(Secretary Porthmadog Maritime Museum)

On behalf of: **Nautical Archaeology Society**
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by: **Malvern Archaeological Diving Unit**
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

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1.0 Abstract

The Malvern Archaeological Diving Unit (MADU) currently have a database of 453 shipwrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from 1590 to 1993 and very few have been investigated in any depth! With corona virus currently requiring us all to rethink the way we live, on-line research would appear to be something we could all safely consider taking on.

The author of this report is from a seafaring /fishing/ lifeboat family from Criccieth at the northern end of the Bay and the sea has been in his blood all his life, serving on ships of all types, including, as master, on research vessels, for over 40 years. His particular interest is in Tremadog Bay as the whole expanse of the bay is visible from Criccieth and as Trustee/Secretary of the Porthmadog Maritime Museum has gathered material on local shipwrecks and maritime incidents for many years and aims to correlate this and expand the information from written and the many on-line resources available. Anecdotes are included, but as always, though often useful, this type of information should be treated with caution so will be clearly indicated. The author is a Welsh speaker so possibly has wider access to newspapers in that language.

The author has no diving experience or training in archaeology. This report describes the historical aspect of the incident.



Fig 1. Full Rigged Ship

2.0 Index

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2.4 Contributors

Porthmadog Maritime Museum
MADU
Chris Holden

2.5 Abbreviations

A list of any abbreviations used in this report, i.e.

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator
Larne	Larne and Larne Shipwreck Index Vol 5
MW/CM	Maritime Wales/Cymru a'r Môr Journal
AE	Aled Eames
CH	Chris Holden
HP	Henry Parry

3.0 Introduction

This incident is recorded on the service board of Criccieth Lifeboat station, the author's home town.

A later CASTILIAN was wrecked on the East Platter, North Anglesey in February 1943 with a cargo of copper ore, explosives and other wartime material.

Of personal interest is that the author went away to sea in 1966; his first ship was also named the S.S.CASTILIAN. By coincidence, this voyage was from Liverpool to Montreal and Quebec; arriving back at Liverpool at the beginning of December, so retracing the track of the earlier CASTILIAN; fortunately arriving safely.

The author has no diving experience or archaeological training so this report is solely the historical aspect. The career of the ship is traced; the final voyage and stranding; the rescue and the aftermath.

4.0 Background

During Friday night 3rd/ 4th December 1868 the British wooden full-rigged ship **CASTILIAN** stranded south of Porthmadog Bar. Lights and signals of distress were shown but were not observed from shore until the next morning. There was a heavy sea running, and it was blowing hard from the south-west at the time. Directly she was seen on Saturday morning the Criccieth lifeboat **JOHN ASHBURY** was launched and orders were given for the tug **JAMES CONLEY** to run down to Criccieth to tow her up, as the wind had shifted more to the south. There was a great deal of surf alongside, but with great care, the crew of the lifeboat managed to get eighteen people safely on board the tug which landed them at Porthmadog at noon. Three crew members from the **CASTILIAN** were drowned while attempting to get ashore during the night in their own boat.

This is yet another example of a ship bound for Liverpool blundering into Cardigan Bay and ending up on St Patrick's Causeway, a stony bank which extends halfway across the Bay, or on the shore between Criccieth and Barmouth.

The incident is well documented. The aftermath involves controversy and scandal (well loved by newspapers then and since). The salvage of the timber cargo was reported and is interesting.



Fig 2. Cardigan Bay



Fig 3. South Bank across the tidal flats of the Glaslyn estuary towards Moel y Gest, and the higher hills of SW Snowdonia beyond. Photo © [Richard Law](#) ([cc-by-sa/2.0](#))



Fig 4. Map of UK

5.0 Research Methodology

Equipment used

LENOVA C40-3D Desktop PC with Windows 10
High speed broadband
Microsoft Office
Google search engine
Ancestry.co.uk
Adobe Photoshop Elements

1. I have a good library of reference books on maritime history including the classic books on shipwrecks and rescue on the North Wales coast. As an amateur local historian I have a collection of autobiographies and biographies by local people plus typewritten and hand written notes by residents of Criccieth going back to the 1830s. I start my research from here.
2. I check the Lloyds Register database to see if there is an entry for the vessel to obtain building date and dimensions. The master's name is given which is useful for correlating the vessel details in the register with newspaper, and other accounts, as there might be more than one ship of the same name.
3. Entry from Larne and Larne Shipwreck Index Vol 5 included (if there is one)
4. Online – If no entry in Lloyds and if the ship is British I check with the CLIP Crewlist website <https://www.crewlist.org.uk/> to obtain the official number and vessel details from the Mercantile Navy List.
5. The COFLEIN website has information on some wrecks so this is checked
6. A general search with GOOGLE, always remembering to precede the vessel's name with.... barque, brig, schooner, sailing ship, SS , MV etc. And the date of the incident. Other search words used are... stranded, foundered, wrecked etc.
7. The National Library of Wales newspaper collection of Welsh newspapers 1800-1919 (English and Welsh) is invaluable <https://newspapers.library.wales/> (Free). Try using the name of a nearby community combined with the name of the ship or date of the incident using modern Welsh name or, more likely, the old English version or spelling e.g. Portmadoc/Port-madoc. Criccieth was spelt in several different ways.
8. The National Library of Wales Tithes Map site is excellent.
https://places.library.wales/browse/52.892/-4.126/13?page=1&alt=&alt=&leaflet-base-layers_70=on
9. The British Newspaper Archive online is a valuable source of information (Subscription required) <https://www.britishnewspaperarchive.co.uk/>
10. Many newspapers had a section on shipping movements and intelligence. In the search field always enter the ship's followed by the master's name. Unfortunately, the cargo carried is not mentioned.
11. Wrecksite.eu is an excellent website. A very reasonable fee of 4 eu is charged for further information and HD image (if available). This site sometimes has the Board of Trade Inquiry Report.
12. Uboat.net is very useful for ships sunk during WW1 and WW2 <https://uboat.net/>
13. Anecdotal – sometimes elaborated over the generations but often an element of truth so well worth researching.
14. Archive catalogues from U.K and the U.S.A are sometimes online and often include a summary of the item.

6.0 Results

TABLE 1			
Vessel	Name/s	CASTILIAN	
	Type	Sailing vessel – Full rigged ship	
Built	Date	1856	
	Builder	John and James Lindsay Dunn, Dorchester, Saint John, NB	
	Built	New Brunswick. N.America, became province of Canada in 1867	
Construction	Materials	Wood	
	Decks		
	Bulkheads		
Dimensions	Length	191.9 ft	58.49m
	Beam	37.8 ft	11.52m
	Depth of hold	21.4 ft	6.52m
Tonnage	Gross		
	Net	1064.0 tons	
Owner	First	John McMorran and James Lindsay Dunn St John New Brunswick	
	Last	Miller & Co Liverpool	
	Others		
Registry	Port	St John, then London	
	Flag	UK	
	Number	35067	
History	Routes	U.K. ports, Australia, Phillipines, China, Japan, India, New Zealand, USA, South America, Cuba, Canada	
	Cargo	General, Timber, Coal, Tea, Passengers, Troops	
Final Voyage	From	Greenock (Aug 1868) to Quebec	
	To	Liverpool	
	Captain	William Christall	
	Crew	21	
	Passengers	0	
	Cargo	Timber – deals, lathes and staves.	
Wrecking	Date	4 th December 1868	
	Location	South of Porthmadog Bar (newspapers) Opposite Portmadoc (newspapers) Beach opposite Harlech Castle (newspapers) 52° 51'.3 N 04 ° 07'.45 W (Larne and Larne) Grid SH5686631400 (COFLEIN) 52°52.643'N 04°09.115'W (Wrecksite.eu)	
	Cause	Stranding	
	Loss of life	3	
	Outcome	Cargo and fittings salvaged. Hull dismantled	

The CASTILIAN

In the 1800s growing global demand for raw timber and sailing ships fuelled the development of major shipbuilding and shipping industries in New Brunswick and throughout the Maritime Provinces and Quebec. During the Napoleonic Wars the region's abundant forests became an

important source of raw timber for Britain after the traditional supply from countries around the Baltic Sea was cut off. Numerous inland waterways provided easy access to the forests, but square timber, a bulky product, had to be carried across the oceans in large wooden sailing vessels. Since New Brunswick possessed hundreds of kilometres of coastline suitable for launching ships, timber merchants built shipyards and increased their output to meet this demand.



Fig 5. Shipbuilding at St John N.B. Photo New Brunswick Museum

The first entry for the *CASTILIAN* (LR 1856) records that she was built at St John, New Brunswick and registered there in July 1856 (CLIP) by McMorran (LR). John McMorran and James Lindsay Dunn were shipbuilders. She was built at Dorchester further up the coast. They loaded her with timber and sailed her, on speculation, under the command of Captain Finlay to Liverpool. Here the ship and cargo would have been auctioned. This was a very common practice and accounts for the hundreds of ships in Lloyd's Register under British ownership that were built in Eastern Canada. The vessel arrived at Liverpool after a fast passage at the end of August 1856. She was purchased by Miller & Co of London who then spent the rest of the year fitting her out for general cargo and passenger trade.

The Voyages

(Following research from shipping intelligence reports from various newspapers including Lloyd's List). By February 1857 the *CASTILIAN* was loading at Queen's Dock Liverpool for her first voyage under Miller's ownership, probably on charter to the "Mersey Line".

"MERSEY LINE" OF AUSTRALIAN PACKETS.
 Under Engagement to H.M. Emigration Commissioners
TO SAIL ON THE 1st OF MARCH,
 And can receive no cargo after the 27th of February,
FOR MELBOURNE,
 The beautiful new Clipper Ship
CASTILIAN.
 G. H. HARRINGTON, Commander;
 A 1 at Lloyd's; 1 063 tons register; is one of the handsomest and
 fastest ships on the berth, and being loaded to a light trim, will
 make a rapid passage. Loading west side of Queen's Dock.—
 Apply to
EDMUND THOMPSON, Drury Buildings, Water-st.

Fig 6 Advert in the Northern Daily Times February 13th 1857

During the 1850s and 60s there was a massive wave of emigration to Australia on account of the gold rush in Victoria and Melbourne developed rapidly.

The CASTILIAN eventually sailed on the 11th March and arrived at Melbourne after a passage of about 80 days.

Over the next five years she did four trips to Australia under Captain G.H.Harrington. Her return passage was via various Far Eastern ports such as Manilla and in Japan. She was at Woosung and Foochow in China in December 1859 where she would have loaded tea. The final leg of her voyage home was usually from Bombay where she would have taken on Government officials and military personnel.

By 1863 Captain G.Wellburn was in command and the CASTILIAN seemed to be mainly on the run to India. This could have been a Government charter. In 1865 there was a change in the trade pattern (possibly end of charter). Still under the ownership of Miller & Co and under the command of Captain William Christall she sailed from Liverpool to South American ports such as Rio de Janeiro, possibly with coal, returning home with timber from Quebec.

The Final Voyage

The CASTILIAN sailed from Greenock during August and on October 3rd 1868 she arrived at Quebec to load her final cargo, sailing from there for Liverpool on the 7th November. On the 4th of December her end came on the shores of Tremadog Bay.

The Aberystwyth Times Cardiganshire Chronicle and Merionethshire News. 11th December 1868. (CH)

PORTMADOC. SHIP ASHORE.-THREE LIVES LOST.-

On Friday night last, the 4th instant, a large vessel ran ashore on the sandy beach opposite Harlech Castle, near to this port, when three of the crew, which numbered twenty-two in all, were drowned, in attempting to escape to shore in the boat. The main facts of this shocking disaster are as follows:-The ship Castilian, Captain Christall, owned by Mr Miller, of Liverpool, which was returning from Quebec to Liverpool with a large cargo of timber, arrived in the Irish Channel on Friday evening. A heavy gale was blowing it was raining hard, and the atmosphere was filled with a thick mist, so that it was impossible to discern objects a mile ahead. The captain fancied he was off the coast of Ireland, and on nearing the promontory of Llyn, the ship passed the Bardsey Lighthouse without the crew perceiving it, owing to the weather. They escaped the fatal Sarn Badrig; but about eleven o'clock the ship (1,064 tons reg.) struck heavily on the sandy beach opposite Harlech, and then, for the first time, Captain Christall knew where he was, and that he had missed his way. There was a very heavy sea on, and great danger that the vessel would go to pieces. In this dilemma, lights were hung out, as signals of distress, and a boat was lowered for use in case the ship broke up. When this was done, three young men, named Geo. Brown, James Dickson, and Wm. Hunter insisted upon getting into the boat, but they were washed into the sea, and all three were drowned in the boiling surge (sic), it being impossible to save them, although the life buoy was thrown out. In this dangerous situation, the crew remained until the following morning, the signals of distress being unheeded, although the Lifeboat Station at Criccieth was not more than four miles distant in a straight line, and the ship was lighted up all the night. In the morning, the ship was seen from Harlech, and the inhabitants went down to render all the assistance they could. The steam-tug, James Connell (sic), was sent to Criccieth for the lifeboat, which arrived at the spot at eleven o'clock, on Saturday morning, the crew having remained in their perilous and miserable condition for twelve hours without any assistance being rendered them, although so near a port and a lifeboat station. The crew were then safely transferred from the waterlogged vessel by the lifeboat to the tug, and a little after noon they were landed in Portmadoc, where they received every attention from the shipping authorities and the general inhabitants. Doubts are entertained whether the ship can be got off the beach, as the sand in this part of the coast is very soft, but attempts will be made by steam tugs from

Liverpool. The cargo, being timber, is all safe, of course; and the crew returned to the vessel on Saturday, and secured the greater part of their clothes. Much surprise is felt here that the lifeboat was not sent out from Criccieth earlier, as the lights on the stranded ship must have been plainly visible from that town.

(Author: This judgemental account was strongly repudiated by a member of the crew of Criccieth lifeboat and an example of the correspondence can be found in the appendices).

The Aberystwyth Times Cardiganshire Chronicle and Merionethshire News. 24th December 1868. (CH)

THE SHIP CASTILIAN-. -

This fine vessel still remains on the beach opposite Harlech, and as yet (Dec. 20th), owing to the very boisterous state of the weather, no attempt has been made to get her off. We understand that arrangements are being entered into by the owner to get her discharged where she is at present. On Saturday last an investigation into the circumstances connected with the disaster took place at Carnarvon, before the officials of the Board of Trade, when, after hearing evidence, it was decided to suspend the captain, Mr William Christall, for six months—a decision which has caused a great deal of surprise amongst the sea-faring people of this part of the country, who know the peculiar difficulties of this portion of the Welsh coast.

This entry is from Larne and Larne Shipwreck Index Vol 5 and includes a summary of the Board of Trade Inquiry

CASTILIAN

04/12/1868

Merioneth, Tremadog Bay, Harlech Castle, near 52.51.30N 04.07.45W

Vo Quebec - Liverpool; ST Full-rigged ship; CN Wood; LBD 58.44 x 11.48 x 6.50; PT London; OW Miller & Company; FG United Kingdom; NT 1064.00; CGO Wood, unspecified; BT 1856, New Brunswick; PN Sail; CP Christall, William; ACD F & ym over pt IB; classed at Lloyd's A1 but expired - London - India.

At the Inquiry held at Caernarfon, it was determined that this ship left Quebec on 7.11, with a large quantity of cargo on deck. She leaked very seriously during the voyage in consequence of damage sustained in passing through the River St. Lawrence. She made land off Mizen Head on 03.12 and then set a course to bring her far over to the Welsh coast. At 8 p.m. on 04.12 a light was seen for a short time on the port bow, which was thought to be Bardsay light, and at 10.30 p.m. the look-out reported land on the port bow. The vessel was immediately hauled over to the starboard tack and sail was made to beat her off the shore, but the water shoaled so rapidly that her starboard anchor had to be dropped, the cable of which unfortunately parted immediately, and although the port anchor was then let go she took the ground. The Court were of the opinion that the ship was lost through an error of judgment on the part of the Master who had not allowed for a drift of 14 hours to the eastward between Ireland and Wales, and anxieties attending the navigation of a leaking ship in foggy weather. His certificate was suspended for six months and he was allowed a mate's certificate in that period.

BOT Inquiry 1868 p27(695); LR 1863-4 No 192(C)



Fig 7. Intended and actual track of the CASTILIAN

The Aftermath

Captain Christall remained at Porthmadog to supervise salvage operations. A Captain Scott was hired to for the work. The deck cargo was removed and an attempt made to raft it, from Harlech Beach to Porthmadog at the end of March 1969. This attempt failed as a tremendous storm hit the Bay and the timber was dispersed along the coast. The following Welsh language newspaper report is very descriptive (followed by English Translation).

Baner ac Amserau Cymru 13 February 1869

PORTHMADOG (sic) . Ystorm arswydus. O ddeutu pythefnos yn ol, yr oedd yn ystorm arswydus yn y porthladd hwn. Chwythai y gwynt yn hurricane o'r dè, a chan fod y llanw ar yr adeg hon yn uwch nag arferol, a'r gwynt yn chwythu o'r mor, yr oedd y llanw yn uchel iawn. Aeth llawer o longau yn rhydd oddi wrth eu hangorau, curasant yn erbyn eu gilydd, a gwnaethaut alanastra mawr ar eu gilydd. Niweidiwyd braidd yr holl longau yn y porthladd hwn a'r Borth (porthladd cyfagos) yn fwy neu lai; ni dderbyniodd llawer ond niwed bychan. Dywedir fod y Castilian, yr hon a aeth yn llongddrylliad ar y traeth gyferbyn a Phorthmadog, ychydig wythnosau yn ol, wedi cael ei gyru o ddeutu milltir yn mhellach i'r mor. Nos Sadwm a boreu Sul, wythnos i'r diweddaf, cododd y llanw yn uwch nag y gwelsid ef yn ystod yr ugain mlynedd diweddaf - pe codasai ychydig o fodfeddi yn uwch, buasai y stât hardd a ennillodd y diweddar Mr. Maddocks oddi ar y mor wedi ei hail ddarostwng gan y Neptune. Ar un cwr i'r cei, yr oedd y dwfr yn fwy na throedfedd o drwch, a niweidiwyd y caeau a'r llechau a gedwid arnynt yn fawr. Yr oedd yr ystafelloedd isaf mewn llawer o dai yn nofio gan ddwfr. Bernir fod y damages i'r llongau a'r ceiau, &c., o ddeutu mil o bunnau, y rhan fwyaf, Or swm hwn wedi ei ddiogelu yn y Port Madoc Ship Insurance Society "—cymdeithas hynod lwyddiannus.

PORTHMADOG (sic). A horrific storm. About two weeks ago there was a terrible storm in this port. The wind blew a hurricane from dawn, the tide at this time was higher than normal, and the wind was blowing from the sea, the tide was very high. Many ships went free from their moorings,

collided with, and caused much damage to each other. Nearly all the ships in this port and Borth (a nearby port) were damaged; only few received little harm. It is said that the Castilian, which wrecked on the beach opposite Porthmadog, a few weeks ago, was driven about a mile farther out to sea. Saturday evening and Sunday mornings, the tide rose higher than it had been seen in the last twenty years - if it had risen a few inches more, the beautiful estate that the late Mr. Maddocks won would have returned to Neptune. At one end of the quay, the water was more than a foot deep, and the wharves and slates kept on them were greatly damaged. The lower rooms in many houses were flooded by water. The damages to ships and quays, & c., Are estimated to be about one thousand pounds, most of this amount was protected by the Port Madoc Ship Insurance Society —a highly successful society.

The comments regarding the CASTILIAN are interesting. When a storm surge. i.e a steep, intense low pressure at high spring tide and with wind between South and South East hits this corner of Tremadog bay the water in the harbour sometimes overtops the quays. This happened in 1927 when the THORA, a Norwegian barquentine was wrecked at the end of what is called South Snowdon Wharf today. It was quite likely the position of the wreck changed and any remaining deck cargo, deck structures and fittings were washed away. Undoubtedly local residents were quick to salvage some although this was illegal. Many men and women were prosecuted during the next months and given very severe punishments as was the practice at that time. (see court reports in appendices)

Within a few weeks, a William McCulloch from Gloucester/Glasgow, was contracted and set to unloading the cargo from the hold. This consisted of deals (a size of planks in those days) laths and barrel staves. The timber were formed into rafts somewhere in sheltered waters in the estuary; the last being completed on April 15th. As the wind was rising it was decided to beach this load at Morfa Bychan and stow it above the high water mark. More, particularly staves, was stolen from here. (see court reports in appendices).


By the end of May all was ready and the tow from Porthmadog commenced.

Liverpool Mercury 3rd June 1869

ARRIVAL OF THE CARGO OF THE SHIP CASTILIAN, OF LONDON.-There arrived here on Tuesday the cargo of timber of the ship Castilian, which was stranded last December in Cardigan Bay. William M'Culloch salvage contractor, Glasgow, undertook to discharge the same from the ship and bring it in rafts to Liverpool. It was thought by many parties that it was impossible to do so, but by Mr. M'Culloch's practical knowledge and perseverance he has saved all the cargo, which is valued at nearly £5000. It was made up at Portmadoc into three large rafts, each 150 feet long by 26 feet broad, and seven tiers of timber in depth, besides a large quantity of deals, staves, and lath wood, and drew nearly 8 feet of water. It was a novel and wonderful sight coming up the Mersey, and was witnessed by thousands of spectators, who could not conceive what it was in the distance. We believe it is an unprecedented feat that the whole three rafts were towed from Portmadoc to Liverpool in 39 hours by the tug-steamer Liverpool, of Liverpool, Captain Joseph Hughes, whom Mr. McCulloch highly praises for his attention and carefulness, under his (Mr. McCulloch's) direction and superintendence, in bringing the rafts round.

By now the CASTILIAN was probably beyond refloating so, after selling the timber, Captain Christall's last duty was to sell the wreck.

On account of whom it may concern.
 On Friday, the 30th instant, at Twelve o'clock, at the Brokers' Sale-
 room, Walmer-buildings, Water-street,
 The HULL of the Ship



CASTILIAN.
 1,064 tons register. Built at New Brunswick in 1856, and
 then classed A 1 at Lloyd's for seven years; was specially
 surveyed in 1865 for five years. Dimensions: Length, 191.9 feet; breadth,
 32.8 feet; depth, 21.4 feet. This vessel will be sold as she may then lie
 on the beach at Harlech, near Portmadoc, with her lower masts stand-
 ing, rigging attached, and all stores belonging to her then on board; is
 sheathed with yellow metal.—Immediately afterwards, in lots, a quan-
 tity of anchors, chains, sails, spars, &c., &c., belonging to the above
 vessel, lying at Harlech and Liverpool.—For catalogues and further
 particulars apply to
 O. W. KELLOCK and CO., Brokers,
 Walmer-buildings, Water-street, and at
 72, Cornhill, London, E.C. 92241

Fig. 8. Advertisement in the Liverpool Daily Post 21st July 1869

The wreck was purchased by Mr William Chalton proprietor of the Queen's Hotel Porthmadog (next to the Railway Station). He was an entrepreneur from Cheshire who had moved to the district to take advantage of the forthcoming arrival of the Cambrian Railway in 1867. His first venture was to operate a stage coach service from Barmouth Ferry station, on the far side of the Mawddach, to Porthmadog before the railway bridge was built,

The Aberystwith Observer 26 Jan 1867



**BARMOUTH, PORTMADOC,
 AND BACK DAILY.**

THE "SNOWDONIAN TOURIST" Coach will
 leave Barmouth daily, (Sundays excepted,) on
 the arrival of the Passengers from the 10.25 Train
 at Barmouth Ferry Station.
 W. CHALTON *Proprietor.*

Fig 9. Advertisement coach service

Later that year the railway arrived at Porthmadog and he obtained the alcohol licence for the refreshment rooms on the station platform (still there – a nice little pub).

There are no accounts regarding attempts to refloat the CASTILIAN so he must have started dismantling her soon after buying the wreck.



Fig. 10. Advertisement from the North Wales Chronicle 20th November 1869

"Salvage" of wood from the wreck by local residents had continued and Mr Chalton took three women from Harlech to court a fortnight before the sale. (see court reports in the appendices).

During 1872 Chalton relinquished the alcohol licence for the Refreshment Rooms and appears to have departed the district.

Cambrian News 2nd August 1872

PORTMADOC. CAMBRIAN RAILWAY STATION REFRESHMENT ROOMS.— Mr Daniel Griffith, ship builder and landlord of the Australia Inn, proved that he had given due notice of his intention to apply for a licence to hold the new refreshment rooms at the Cambrian Railway Station and the licence was transferred to him from Mr Wiliam Chalton.

This then appears to have been the end of the CASTILIAN. For further analysis see next section (7).

7.0 Analysis

The author has avoided speculation but inevitably some has crept in.

1. The details of the CASTILIAN were taken from Lloyd's Registers 1856 – 1868. These entries state the master's name and basic areas traded. Information on the shipbuilders/owner was found in New Brunswick Museum and other websites. The ports visited and advertisements were found in the Shipping Intelligence section in many newspapers. The master's name is usually included. This correlates the information as there were other ships with the same or similar names.
2. The Position of the Wreck The incident was reported in many newspapers throughout England and Wales. They mostly repeat one of two accounts. One saying the vessel stranded south of Portmadoc (sic) Bar or on the beach opposite Harlech Castle. Larne and Larne and COFLEIN both use the latter position (52° 51'.3 N 04° 07'.45 W). After the tremendous storm of February 28th 1869, the Welsh language newspaper *Baner ac Amserau Cymru* says "It is said that the Castilian, which wrecked on the beach opposite Porthmadog, a few weeks ago, was driven about a mile farther out to sea". The report starts with a description of the damage caused in Porthmadog and states that the tide was much higher than usual. This suggests a storm surge and indeed the CASTILIAN could have floated off the beach, but did the wreck reposition a mile further down the beach towards Llandannwg as the report indicates or with the wind and tide, northwards along Morfa Harlech. The Wrecksite Eu website gives the latter position (52°52.643'N 04°09.115'W source unknown). The OS maps 1888-1913 show a wreck in this position (see appendices). Possibly we will never know the final resting place of the ship.
3. The Aftermath. The chronological sequence of events was researched and determined from the newspaper accounts. The named persons involved were traced and confirmed in Ancestry.co.uk and archive catalogues online.
4. The recovery and loss of some of the deck cargo is reported in the Morfa Bychan court case (see appendices)
5. The unloading and salvage of the cargo in the hold is reported.
6. The sale of the "Hull" is reported (see advertisement)
7. The advertisement for the sale of the hull includes the auction of anchors, cables and other fittings
8. The sale of second hand timber by the purchaser of the "Hull" is advertised and the stealing of wood from Harlech beach including pieces with copper nails. This strongly indicates that the wreck was dismantled on the beach.

8.0 Conclusions & Recommendations

1. Hopefully this report will be of interest to maritime historians in addition to divers and nautical archaeologists.
 - a) The loss of the CASTILIAN is yet another example of a vessel blundering in to Cardigan Bay and coming to grief on Sarn Badrig or the shores of Tremadog Bay.
 - b) The account of the building, ownership and the first voyage of the ship explains why hundreds, possibly thousands, of wooden North American built ships can be found under British Registry during the 19th century.
 - c) The description of the voyages carried out are examples of maritime trade at the time.
 - d) The events during the voyages give and insight into life at sea at the time. The international makeup of the crew should be noted. (Appendices).
 - e) The rescue of the crew is an example of the work carried out by the R.N.L.I
 - f) If a stranded vessel, especially a wooden one, is not quickly refloated they are soon beyond recovery because of the geographic nature of the Bay which is exposed to prevailing winds and storms.
 - g) The salvage of the cargo and the demolition is interesting and gives an idea of the transport infrastructure at the time – the Cambrian Railway had arrived in the district the previous year.
2. The newspaper articles which much of this report is based on are typical; using a flowery style, sensationalism and patronising. The criticism of the lifeboat crew is an example. "Wreckers" were a favourite target and the reports of the court cases are lengthy and show absolutely no empathy towards the defendants. The authorities pursued crimes against property assiduously and the penalties meted out were draconic by today's standards. The locals are even described in one account as "barbarians" (see appendices).
3. The precise location where the CASTILIAN was finally demolished is uncertain. A Wreck is marked on the OS 188-1913 maps at Morfa Harlech which could be the remains of the CASTILIAN. (see appendices)
4. This stretch of shoreline has been affected by accretion for centuries with material being carried eastward along the southern shore of the Llŷn Peninsula so the site of the incident has been greatly altered. It is possible that remains could be uncovered by storms combined with spring tides.
5. Any timber illegally salvaged, if utilised outdoors, would have probably rotted away by today. It is not known by the author if any fittings or artefacts survive in the district (or elsewhere after the auction in Liverpool).
6. The report was compiled completely at home, during the Covid-10 lockdown 2020, from books and online resources. The amount and range of digital data is continuously being added to. The database will be useful to dive clubs, historians, historical societies, archaeology enthusiasts and local schools. The references and methodology will give these and other interested parties an idea of the huge amount of data available for research projects.

9.0 References

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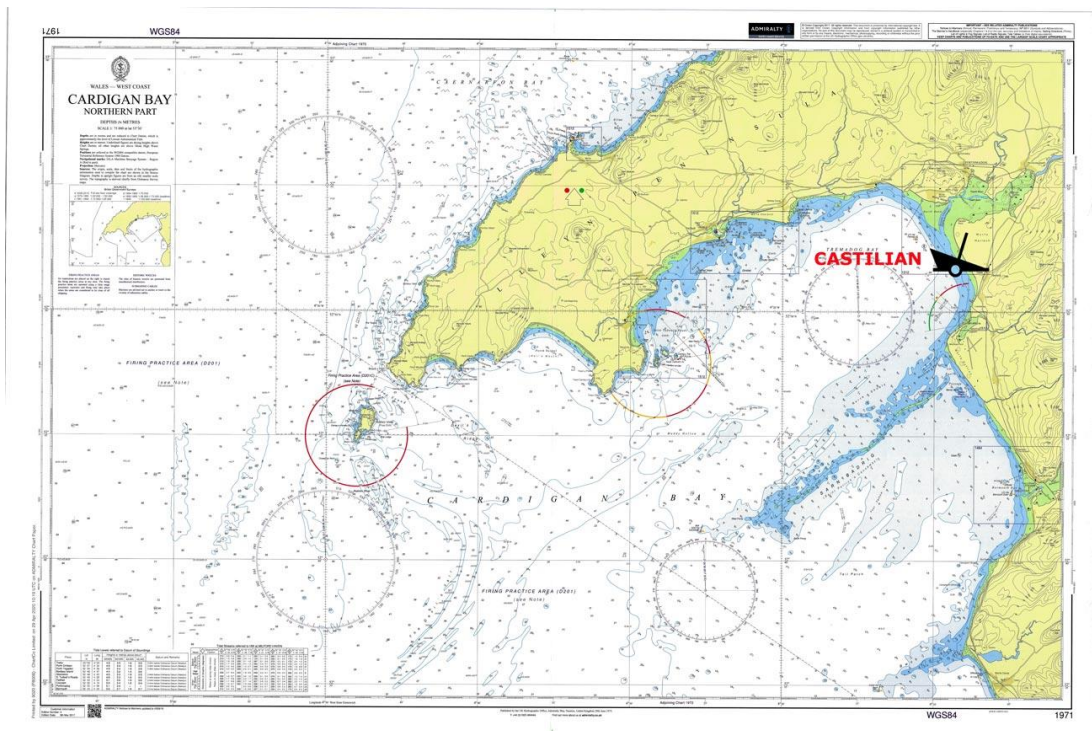
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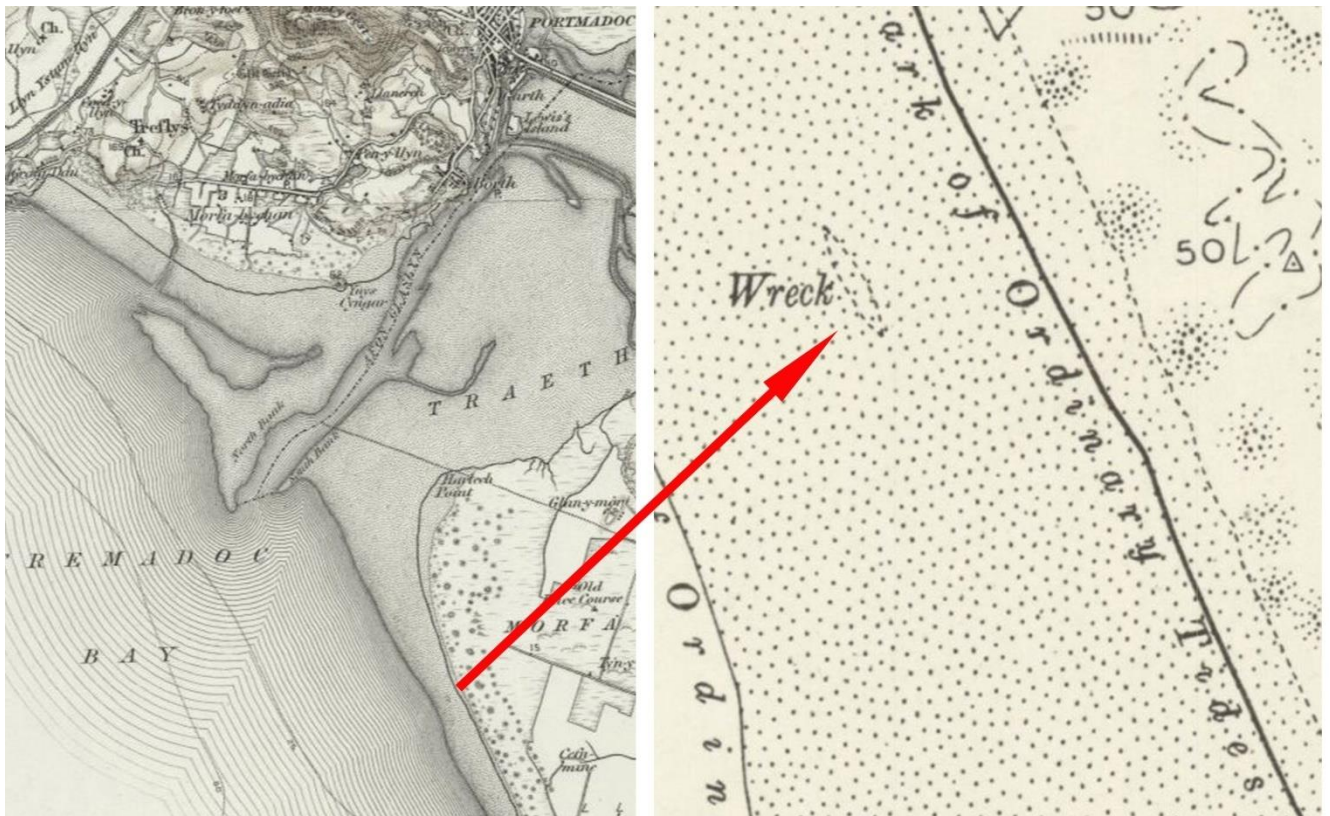
Appendices:

Appendix A - Hydrographic Office chart Cardigan Bay Northern part



Appendix B – Porthmadog Bar, Morfa Harlech and Morfa Bychan O.S. 1888-1913

With possible position of remains of the CASTILIAN



Appendix C – In defense of the lifeboat

In the article in the The Aberystwyth Times Cardiganshire Chronicle and Merionethshire News 11th December (Section 6) Criccieth lifeboat is criticised for the delay in launching to the CASTILIAN. This is obviously written by a non-seafarer and received prompt response and a series of letters to the newspapers over the next few weeks. All the heated correspondence is not included in this report but here is an example.

THE STRANDING OF THE SHIP CASTILIAN. SIR, -In your impression of the 16th inst., I am sorry to find that your correspondent refuses to withdraw the objectionable allusions he thought proper to make in connection with the lifeboat stationed at Criccieth. He insists that, because lights were shown on the vessel, we must of necessity have seen them; although further on, in speaking about Capt. Christie's certificate, he admits that "the weather was rainy and foggy, and no lights could be seen anywhere." Granted that the lights could be seen the vessel being exactly opposite Harlech from her it was impossible to distinguish whether they were on shore or on a ship. And in such doubtful cases, I do not think we should be sanctioned in going out. It is very evident your correspondent knows very little about the laws of the Lifeboat Institution. There is no law (as he seems to think) requiring the coxswain to keep any look out whatever. As regards the crew there is a law that one crew at least should be connected with each boat. Here it is not so. The reason why remains with the authorities at Portmadoc. As it is, in all cases the boat is manned by volunteers; and as soon as she is safely housed they have nothing in the world more to do with her until they are wanted to go out again. Such being the case, there is no responsibility whatever upon the crew, further than doing their duty while in the boat. The vindication of the crew being my only motive in writing at first, and as that is clearly done, I shall take no further notice of what may be said on the subject.

Yours, &c., ONE OF THE CREW. Criccieth, January 20th, 1869.

Appendix D – The so called "Wreckers"

There is no doubt that in the days of sail the cargo washed ashore from wrecks was considered a windfall by impoverished coastal communities. The stories of ships being lured ashore by false lights abound and this possibly did occur on very rare occasions. The tales have been greatly exaggerated by authors such as Daphne du Maurier whose famous book was used as material for the "Poldark" TV series. Any incidents of wreckage and "wreckers" has always been reported with relish and sensationalised. But – it is illegal and 150 years ago theft of property was a very serious offence and penalties were harsh. Transportation of convicts to Australia, for similar offences, only came to an end the previous year. These two articles give an insight into this. The first is lengthy but worth reading.

Cambrian News and Merionethshire Standard. 8th May 1869 (CH)

CHARGES OF THEFT FROM THE SHIP CASTILIAN.

Owen Thomas, of Glanrafon, Morfa Bychan, was charged with stealing several pieces of timber, part of the cargo of the ship Castilian. —Mr J. H. Jones appeared for the prosecution, and said the gentleman he appeared for was Mr M'Culloch, who had contracted to unload a vessel called the Castilian, which went ashore some months ago on the Harlech shore. The cargo consisted of foreign timber. The timber was conveyed on rafts to Liverpool, and with the exception of a part of the deck cargo, which was attempted to be removed to Portmadoc, but was dispersed in a storm during the latter end of February or beginning of March, the whole was conveyed safe. The last raft left the ship's side on the 15th of April, and the wind rising it was thought proper to land the raft on the Carnarvonshire side, near Morfa Bychan, and it was from there that a quantity of timber and other articles were lost. —Mr Powell, of Carnarvon, appeared for the defence, and a long conversation ensued with regard to the mode of proceeding. Mr Powell suggested that binding all the parties over to appear when called for might answer all purposes. —The prosecutor

refused to comply with the suggestion, and the cases were gone into.—Mr Jones called William M'Culloch, who said I reside at Gloucester, and am a salvage contractor. I contracted to unload the Castilian with the owners of the ship, and to take the cargo to Liverpool. I proceeded to unload it; and boats brought the last lot as far as we could and our men carried it on the Carnarvonshire side of the estuary, about forty yards above high water mark, and piled the timber up there in square piles, as we always do with timber of the sort. I saw part of the property which defendant is charged with taking. There is one whole piece of deal. The one produced was taken from the Castilian, and was part of the cargo of the ship.—Cross-examined There was no part of the cargo of the Castilian unloaded to my knowledge except by me. I was told there was. There is a mark of three keels on the plank. Those marks are not very common. I have not seen the same mark made elsewhere. The timber which had been discharged before I came might probably have the same marks. I do not know if defendant had orders to take up any timber he found on the beach. The vessel went on shore on the 4th Dec. I came in March. No part of the cargo between decks was discharged before I came. I was told that some of the deals on deck had been removed, but I do not know of my own knowledge. —William Crystall said I was the master of the Castilian. It was wrecked on Dec. 4th. I have been in charge of the cargo from that time until Mr M'Culloch came there. I have not disposed of any portion of the cargo. A portion was discharged before he came that was taken to the Harlech beach. These three pieces produced are a portion of what was taken ashore there. The top pieces went adrift there, and went ashore at Morfa Bychan. Another piece, too large to be brought into the room is also a part of the cargo. I saw two of these pieces at Morfa Bychan fixed as gate-posts. I value them at 2s., as they are now only fit for firewood. The plank identified I value at 5s.—Cross-examined I believe defendant was employed in discharging the cargo. Capt. Scott had the charge of discharging the cargo before Mr M'Culloch came. If another homeward bound timber vessel had been wrecked about the same time, I will not say I could identify these pieces. Capt. Scott attempted to raft seventy-two pieces to Portmadoc, but failed, and they were dispersed at sea.—P.C. Owen Price said I am stationed at Portmadoc. I was sent to Morfa Bychan to look for timber. The plank identified by Mr M'Culloch I found upstairs, in defendant's house, in a bedroom. Two other pieces were fixed in the ground as gate-posts in a field held by defendant. The others were in the roof of a hovel, under large flag-stones. The remainder were in a field near to the house. I had no conversation with defendant. —Supt. Davies said I am stationed at Portmadoc. I saw defendant on the 20th inst. He said to me, I had this timber and twelve planks on the shore. I took them up with a horse. I had been working at the vessel. The whole had been stolen away before I took them except two and because the others were stolen I took these away. I knew they belonged to the vessel."—Cross-examined: He did not tell me he had reported them to anyone.—Mr Powell addressed the Bench, and reviewed the evidence, pointing especially to the admission by the prisoner, which proved he did not intend stealing them and the fact that he openly used the timber in his field shewed that he was a very innocent thief or a great fool.—In reply to the Bench Mr M'Culloch said that the planks were discharged from the vessel on the 12th April; left the ship on the 15th were taken ashore above high-water mark on the 16th; missed on the morning of the 17th, and found by the officer on the 20th. —The captain said that the pieces found fixed into the ground as gate-posts had been discharged and lost in December last.—The prisoner, on the recommendation of his solicitor, although not without some difficulty, was induced to plead guilty.—The Bench, in delivering judgment, remarked that the offence was a serious one, and that they should be sorry to hear that the Welsh people should get the name of wreckers. It should be borne in mind that there was no property so unprotected as that of a vessel wrecked at sea, or blown ashore, and therefore it was of the utmost importance that every one should feel it his duty to give every protection he could to such property and they were determined to punish severely every infringement of the law in this respect. Their decision was that the prisoner should be imprisoned for one month, with hard labour. —Mr Powell suggested to the Bench whether they could not reduce the term, as prisoner's wife expected to be confined in less than four weeks. The prosecution joining in the recommendation, the term of imprisonment was altered to fourteen days. Robert Jones, of Morfa Bychan, farmer, was also charged with stealing one plank, being part of the cargo of the Castilian; but prosecutor said he would not proceed against him, as he was convinced, from the position of the accused, that he had no intention of stealing the plank, and he was therefore discharged. Edmund Lloyd, smith, of Morfa Bychan, was also charged with stealing seven staves, of the value of 6d. each, part of the cargo of the Castilian.—W. M'Culloch said: The staves produced are a part of the cargo of the ship

Castilian. They were landed on Thursday, the 16th of April, at Morfa Bychan. I did not give any one permission to dispose of them. —Superintendent Davies said: On the 19th instant, I went by Edmund Lloyd's house. I met him near his own door. He asked me "What are you doing down here—are you looking after the timber stolen from the wreck?" "You may search my house if you like—I have none of them here." I passed on and searched several houses. I returned, and saw prisoner, and said, Well, Edmund Lloyd, I am coming now to search your house." I went in and I found the staves, and also a part of an oar, which I now produce, in a bedroom, partly hidden under a bed. I afterwards met defendant, when he said to me, I knew the things were in the house; but they were taken there without my knowledge by my wife and children."—The prisoner, when asked, said he preferred the case to be decided by the Bench.—He was sentenced to be imprisoned for seven days with hard labour. William Owen, farmer, of Morfa Bychan, and Edward Owen, his son, aged about ten, were charged with stealing some staves.—Mr Jones said he was afraid he could hardly prove the charge-against the father without also implicating his son; and on-account of the extreme youth of the lad he would withdraw the charge, asking for both to be dismissed with a caution by the Bench.—The father was severely censured. William Jones, carrier, of Morfa Bychan, was also charged with stealing five staves and two pieces of timber of the value of 6d. each.—W. M'Culloch said: The pieces produced are a portion of the wreck of the Castilian, and are of the value of about 6d. each. Superintendent Davies: I found the pieces produced in a garden belonging to defendant, and in his possession. -Defendant said his son, a boy aged eight years, had brought the pieces up from the beach in a little waggon which he had, and had carried them to the garden.—Mr Powell appealed to the Bench to deal leniently in the matter, as it was possible defendant was telling the truth.—Mr Jones, on behalf of the prosecution, submitted that the ends of justice might be reached, if the defendant were bound over to appear for sentence when called for.—He was accordingly bound over in the sum of £5, and severely cautioned. Joseph Parry, of Morfa Bychan, was charged with having in his possession apart of a winch, valued at 30s., and a deal plank, piece of thick rope, &c., the property of the owners of the Castilian.—W. M'Culloch said: The winch produced, when brought ashore at Morfa Bychan, was whole, and a great force must have been used to detach this piece from the other, which is not yet found. The plank is also a part of the cargo, as there are particular marks on it. The rope is of a particular kind made for the purpose of unloading the cargo. They are all a part of the raft taken by us to Morfa Bychan. Ten men were stopped at work for two days on account of losing the rope. I value the whole as they are now at 26s.— By the prisoner: The plank was the one to which the winch was fixed to hoist the cargo from the vessel. The holes in it correspond to those in the bottom of the winch. --Watkin Williams, called for the defence by prisoner, said: I unloaded part of the deck cargo of the Castilian. I remember going from Borth to Morfa Bychan searching for timber. I remember seeing you at the time, and that we had a conversation about this piece of timber. I remember you telling me if I would keep it until they would call for it, I should be paid for saving it. —Cross-examined: I did not see the plank. We talked about it when I went there, as I said.—In answer to prisoner, the captain, William Crystall said: I have not said to any one that I would summon all parties in whose possession timber would be found, in order to save the expense of salvage upon them. -The prisoner strongly maintained that the plank was in his possession some months as he said, and that his wife and not he, found the part of the winch on the beach and carried it home. Mr M'Culloch said he should like to see the woman who could carry that heavy piece on her back for three-quarters of a mile.—The Bench considered the case clearly proved, and sentenced the prisoner to six weeks' imprisonment with hard labour. Elizabeth Owen, wife of a sailor, living at Morfa Bychan, was also charged with stealing twenty-two staves, five barrels, and pieces of lathwood, part of the cargo of the ship Castilian, valued together at about 20s.—Mr M'Culloch said: I identify the twenty-two staves, which I value at 6d. each, and five barrels at 2s. 6d. each.—Superintendent Davies said: On the 19th ult. I found the lost property on the premises of the prisoner five staves in the pig-sty yard, and four of the barrels there also. I asked the prisoner if she had any more, she said she had not. I went to the back of the yard, and in an old building there I found fourteen other staves. I found two pieces of lathwood in the backyard. I asked if she had any in the house; at first, she said she had not, but afterwards she said she had one barrel, which she used for keeping the pig's food in. I then asked her if I should search her house. She said I might. I found three staves hidden under the bed. I also found twenty-five staves inside the pigsty, and these she told me belonged to Margaret Owen, She said she would give me £ 2 if I would not say anything about the matter. At first she told me it was her children who carried them there, but afterwards admitted that she had done so*

herself.—Prisoner said that her husband was a sailor on board a fishing boat at Pwllheli, that she had three very small children, and that some of the men in charge of the raft had told her she might take the things away, and use the timber as firewood.—Some difficulty was experienced to get the prisoner to plead guilty, in order to bring the matter within the jurisdiction of the Bench, as she was anxious to get the matter settled by the magistrates, but did not consider herself guilty of stealing- after being told by the men in charge of the timber that she might take the things away. Ultimately, she pleaded guilty, and was sentenced to be imprisoned for seven days. Margaret Owen, of the same place, was also charged with stealing twenty-eight staves and one piece of lath- wood, part of the cargo of the Castilian. Mr M'Culloch said: I identify twenty-eight staves, discovered on the premises of prisoner, and the one piece of lathwood. I gave no authority to anyone to remove them, or give them away. -Superintendent Davies said: On the 19th instant, I went into the house of prisoner. I found twenty-two staves in the pigsty belonging to Elizabeth Owen. She told me that they belonged to prisoner. I went to prisoner's house, and she told me that she had carried them there. She brought me three and said she had only those. I found one in the chimney, and three more under the bed. She admitted having taken them. Her husband is away at sea, on the coast of Australia, I believe.—Prisoner said that the men watching had told her that she might carry away as much of the timber as she liked. She pleaded guilty of carrying them away with the permission of the men.—Sentenced to be imprisoned for seven days.

Later in the year there was another case. This was during the dismantling of the wreck and the women were perhaps gathering firewood. The verdict and outcome of this case is not known.

The Cambrian News and Merionethshire Standard. 27th November 1869.

PENRHYNDEUDRAETH PETTY SESSION

Stealing Wood.—Mr Wm. Chalton v. Jane Richards, Jane Hughes, and Jane Jones.—The defendants were charged with having stolen wood, on the 9th inst., belonging to the ship Castilian, which Mr Chalton had bought. He had often warned these defendants and others, and his object was to stop these depredations. There was some of the timber coming from the ship now with copper nails in them, some of which had been stolen.—The case was adjourned, the defendants being ordered to appear this day fortnight to receive judgment.

Appendix E – Incidents on board the CASTILIAN

THE MURDER

Greenock Advertiser 4th August 1868

Suspicious Occurrence. —The ship Castilian, of London, Capt. William Christall, has just arrived here from Sagua le Grande, Cuba. When she was lying at that port on 21st May several of the crew got spirits smuggled on board, became drunk, and began a quarrel, in the course of which a Swedish seaman named Charles Nielsen, aged 23, ran up the rigging to the foretop. He was followed by the steward, Peter Jansen, a Dutchman, aged 44, and it appears that scuffle ensued, as the cry was heard, Don't knock the man out of the top." Immediately afterwards Nielsen fell on deck from the top and never spoke afterwards. Captain Christall hailed the American ship Wallace, whose master sent a boat, and Nielsen was taken ashore, but as the night was stormy and the wind ahead, with rain, the injured man died before they reached the land. The medical authorities of the hospital refused to take in the body, and it was kept in the boat all night and buried next day. Jansen was put in irons, and, by order of the British consul, put in prison, to be tried by Spanish law. It is thought that the two men, who were intoxicated, and went up the rigging on the opposite sides of the mast, came against each other on the top, and that Nielsen was thus knocked over.

THE FIRE

Coal was, and still is, a dangerous cargo. Freshly mined coal contains methane gas and may be liable to self-heating, which can lead to spontaneous combustion. Many ships were lost by fires caused by coal cargoes

Liverpool Daily Post - Thursday 31 October 1867

Fire on Board a Ship in the River.— Shortly before three o'clock yesterday morning, blue lights, and afterwards a torch light were seen burning on a ship anchored in the river opposite to Woodside Ferry. The Despatch, Grappler, and Rattler, steamtugs. immediately proceeded from the Prince's Landing-stage in the direction of the lights. It was found that the ship which exhibited them was the Castilian, Capt. Christall, bound for Rio de Janeiro, coal laden, and that she was on fire. Fortunately the fire being discovered before the vessel put sea, the damage done was not considerable. The Castilian was subsequently towed into the Stanley Dock, and fire-engines were stationed alongside of her.

THE SEA SERPENT

Victorian newspapers contained many articles on sea serpents and monsters!

Liverpool Mercury - Friday 05 February 1858

Re-Appearance of the Sea Serpent.—The following is extract from the Board of Trade Meteorological Journal kept by Captain Harrington, of the ship Castilian, from Bombay for Liverpool:—"Ship Castilian, Dec. 12, 1857, north-east end of St. Helena, bearing north-west, distance 10 miles. At 0,30 p.m., strong breezes and cloudy, ship sailing about 12 miles hour. While myself and officers were standing on the lee side of the poop, looking towards the island, we were startled the sight of huge marine animal which reared its head out of the water, within yards of the ship, when it suddenly disappeared for about half minute and then made its appearance in the same manner again, showing us distinctly its neck and head about 10 or 12 feet out of water. Its head was shaped like a long nun buoy, and I suppose the diameter to have been 7 or 8 feet in the largest part, with a kind of scroll, or tuft of loose skin, encircling it about two feet from the top; the water was discoloured for several hundred feet from its head, so much so that on its first appearance my impression was that the ship was in broken water, produced, as I supposed by some volcanic agency since the last time I passed the island, but the second appearance completely dispelled those fears, and assured us that it was a monster of extraordinary length, which appeared to be moving slowly towards the island. The ship was going too fast enable us to reach the mast-head in time to form correct estimate of its extreme length, but, from what we saw from the deck we conclude that it must have been over 200 feet long. The boatswain and several of the crew who observed it from the topgallant forecandle, state that it was more than double the length of the ship, in which case it must have been 500 feet; be that as it may, I convinced that it belonged to the serpent tribe; it was of a dark colour about the head, and was covered with several white spots. Having a press of canvass on the ship at the time I was unable to round to without risk, and therefore was precluded from getting another sight of this leviathan of the deep.—George Henry Harrington, Commander. William Davies, Chief Officer. Edward Wheeler, Second Officer."

THE TROOP SHIP – WAR IN NEW ZEALAND

The CASTILIAN appears to been on a government charter during this period.

Bombay Gazette 12th Dec 1860

CAPTAIN AND MAJOR C. W. ST. CLAIR, Captain T. N. Woodall, Captain H. D. M. Shute. Lieut. W. A. J. Short, Lieut. J. Parkinson, Lieut. C. 31. Clark, Ensign E. Emly, Lieut. and Adjutant A. R. Waugh, Quarter Master T. Martindale, Surgeon W. MacAndeen, M.D.. and four hundred and fifteen men of H. M.'s 57th Regiment, under the command of Major R. A. Logan, proceeded by the ship Castilian, Captain Harrington, on the 27th ult. to New Zealand.

The TARANAKI WARS New Zealand

This was armed conflict over land ownership and sovereignty that took place between Māori and the New Zealand Government in the Taranaki district of New Zealand's North Island from March 1860 to March 1866.

https://en.wikipedia.org/wiki/First_Taranaki_War

https://en.wikipedia.org/wiki/Second_Taranaki_War

The following information from "THE 57th REGIMENT (WEST MIDDLESEX) REGIMENT OF FOOT NZ 1861 – 1867" by Gerald J. Elliott MNZM 2017

<http://ellott-postalhistorian.com/articles/57th-Regiment.pdf>

On 27 November 1860, the freight ship CASTILIAN sailed for New Zealand. Under the command of Major R. A. Logan with Headquarters, were 10 officers, 24 sergeants, 10 corporals, 15 drummers and 366 men.

The CASTILIAN arrived at Auckland 22 January 1861

Captain D. M. Shute and 4 privates died on the voyage to Auckland The Regiment disembarked on 24 January 1861 and encamped at the Albert Barracks. Brevet Major Captain C. W. St. Clair with Lieut. C. M. Clarke and 150 NCO's and men marched from Auckland to Onehunga, the same day and embarked on board H.M.S. Cordelia for Taranaki.

24 January 1861 H.M.S. Cordelia left Onehunga for Taranaki, with Brevet Major Captain C. W. St. Clair with Lieut. C. M. Clarke and 150 NCO's and men.

28 January 1861 H.M.S. Cordelia arrived at Taranaki

.....

The regiment was involved in several battles and skirmishes during the wars and returned to the United Kingdom in 1867.