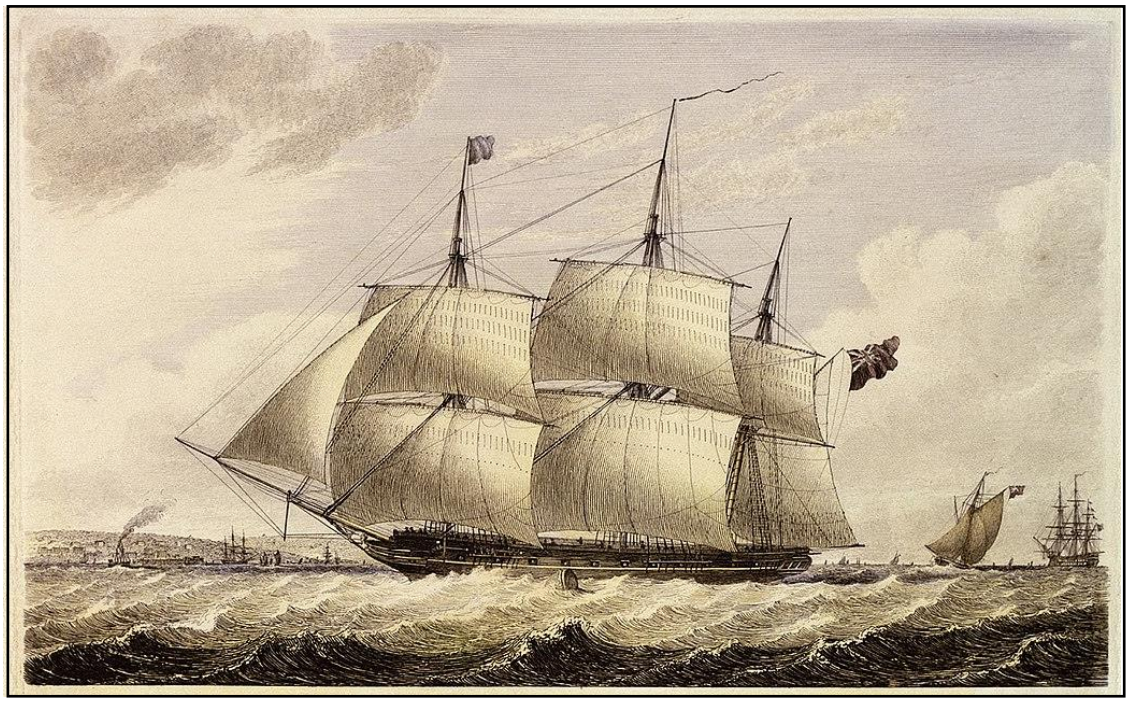
Welsh Wreck Web Research Project

(North Cardigan Bay)

On-line research into the wreck of the:

Newry



Early Nineteenth Century Barque, similar to the Newry

Report compiled by:

Richard Adamczyk, M.A., RPA

Report Title:

Welsh Wreck Web Research Project (North Cardigan Bay) On-line research into the wreck of the: *Newry*

Compiled by:

Richard Adamczyk, M.A., RPA
Tel: +1 (609) 610 9802
E-mail: richardpadamczyk@gmail.com
LinkedIn: www.linkedin.com/in/richardpadamczyk/

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

Date: **August 2020**

Report Ref:

1.0 Abstract

The Welsh Wreck Web Research Project is a group volunteer effort to use online archives, databases, and books to research shipwrecks in Cardigan Bay of North Wales. This report aims to uncover information about the *Newry*, a sailing ship that wrecked off the coast of Anelog, Wales in 1830 while transporting Irish emigrants to Canada. Through extensive online research, the history of the *Newry*'s previous voyages was uncovered and the detailed story of the vessel's wrecking event was compiled.

2.0 Index

2.1 Table of Contents Page No.

1.0 Abstract ---------- 3

2.0 Index ---------- 4

2.1 Table of Contents 4

2.2 List of Figures 4

2.3 Contributors 4

3.0 Introduction ---------- 5

4.0 Background ---------- 6

5.0 Research Methodology ---------- 7

6.0 Results ---------- 8

7.0 Analysis ---------- 11

8.0 Conclusions & Recommendations ---------- 13

9.0 References ---------- 14

Appendices:

Appendix A - Table of Lloyd's Registers entries for the *Newry* --------- 17

Appendix B – Timeline of the *Newry* ---------- 17

Appendix B – Summary and Specifications of the *Newry* ---------- 19

2.2 List of Figures Page No.

Cover: Early Nineteenth Century Barque, similar to the *Newry* (Moses, 1830) 1

Fig. 1 *Newry* origin and approximate wreck site ---------- 9

Fig. 2 Stops along the *Newry* survivors' journey, Lleyn Peninsula, Wales --- 10

2.3 Contributors

Ian Cundy of the Malvern Archaeological Diving Unit managed logistics for the Welsh Wreck Web Project and provided research guidance and resources.

3.0 Introduction

The *Newry* is a wrecked vessel located in the Irish Sea near Anelog, Wales. Originating from Warrenpoint, Ireland, the ship struck rocks during storm force winds on April 16, 1830.

The goal of this research endeavour was to find all available information related to the *Newry*, such as vessel specifications, cargo and crew records, how the vessel wrecked, and any other historical information associated with the wreck. This research was conducted as part of the Nautical Archaeology Society's (NAS) and Malvern Archaeological Diving Unit's Welsh Wreck Web Research Project. The project was conducted during the COVID-19 pandemic of 2020 so that researchers under quarantine could investigate Welsh shipwrecks using online resources.

This report details the findings of an intensive online research effort. No fieldwork has been conducted on the *Newry* as part of this project.

4.0 Background

Emigration from Ireland to North America increased during the nineteenth century. During this time, Ireland was a primarily agricultural economy that was slow to adopt the technological advancements of the Industrial Revolution anywhere outside the Belfast environs. Push factors that encouraged emigrants to leave Ireland included rising population, hunger, and disease. High birth rates and low marriage ages led to an increased subdivision of land, which limited the space and resources available to support the rising population. Overcrowding became a major issue. In addition, the potato crop, which the populace relied on heavily, failed partially or totally fourteen times between 1816 and 1842. This caused food shortages and hunger. While The Great Famine of 1845-1849 led to a complete systemic collapse and mass exodus from the country, Irish emigration had been a substantial movement for decades prior. Emigration was seen by many as a way to release the population pressure that was building in the country and escape famine (Wilson, 1999, p. 3).

While the majority of Irish emigrants sailed to Britain, a large number crossed the Atlantic to North America. Roughly twice as many landed in Canada as in the United States (Wilson, 1999, p. 3). In fact, the Irish were the largest group that emigrated from the British Isles to North America after 1815, exceeding the total of English, Welsh, and Scottish migrants combined (Wilson, 1999, p. 9). From 1825 to 1829, approximately 53,463 Irish immigrants sailed to British North America. Immigration increased to 185,952 from 1830-1834, and by the time of the Great Famine in 1845 to 1849, immigration was at 230,094 (Wilson, 1999, p. 5). From about the early 1830s, the majority of Irish immigrants settled in the province of Ontario (Wilson, 1999, p. 11).

During the nineteenth century, Irish immigrants in Canada followed the national pattern of predominantly rural settlement and quickly adapted to Canadian norms, against the mythical stereotype that the "wild Irish" were unskilled labourers trapped in urban ghettoes and often succumbed to drinking and brawling. They lived in the countryside and worked as skilled labourers at the same relative proportions as the general Canadian population (Wilson, 1999, pp. 12-13). Most Canadians of Irish ethnicity were Protestant, although exact figures are unknown (Wilson, 1999, p. 11). Ontario's educational system was adapted from Ireland, with a strong central authority that controlled curriculum and worked to improve teacher qualifications (Wilson, 1999, p. 18). Nineteenth century Irish immigrants were also very engaged in political activism, as ideological assumptions and organizational experience from the political scene in Ireland was transmitted to Canada (Wilson, 1999, pp. 14-15).

Emigrants departed from a number of Irish port towns. One such town is the small port at Warrenpoint. The port at Warrenpoint was originally constructed in the late 1770s and functioned as a lightering port for the much larger port of Newry (Port of Warrenpoint, 2016). Early reference to the town of Warrenpoint is made in 1744 as Warring's Point, and it began to grow as a town after 1767. Merchants of the larger nearby port city of Newry petitioned Irish Parliament for a grant to build a dock at 'the point of land commonly called Warren-point'. Warrenpoint grew rapidly by 1820 with most businesses being publicans, lodging houses, and grovers. The maritime element of the town provided employment in carpentry, ship building, and sailing. By the 1830s the town expanded from one house in 1740 to a total of 462 houses, and by the 1840s the port was a significant point of departure for emigration ships to America (Glymond, 2020). The *Newry* departed from Warrenpoint in 1830.

5.0 Research Methodology

Due to the COVID-19 pandemic, access to physical archives, libraries, and other institutions was restricted. Research was conducted using online resources and distanced communication.

Research was conducted using an MSI GF63 Thin 8SC laptop running the Windows 10 operating system. The web browser Google Chrome was used to access the internet, and the Google search engine was the primary method of online research.

Ian Cundy of the Nautical Archaeology Society provided the initial list of databases to begin online research on the *Newry*. These include the Coflein online catalogue of archaeology, buildings, industrial and maritime heritage in Wales, the website Rhiw.com, which includes information about the sea and shipwrecks around the Lleyn Peninsula, the Books Boxes and Boats Maritime & Historical Research Service, and the National Library of Wales newspaper archive. Mr. Cundy also provided excerpts from Ivor Wynne Jones' *Shipwrecks of North Wales* that referenced the wreck.

While all of these sources provided useful information about the *Newry*, the Books Boxes and Boats website was a useful launching point for deeper research on the vessel, providing links to other key databases. Because the *Newry* was bound for Canada, the Canadian Ship Registration Index of the Library and Archives Canada was consulted, which turned up more information about the vessel including the date of its initial registration. No records were found in any similar Irish databases. Once the dates of the ship's initial registration and its wreckage were known, the volumes of *Lloyd's Register of Shipping* from each year the vessel was active were consulted (1826-1830). *Lloyd's Register of Shipping* is a register of vessels in the British Isles that was released annually starting in 1775.

The online National Library and Archives of Quebec were then checked for further information on the *Newry*, which turned up multiple digitized historical newspapers that contained information about the ship's owners and its travels to and from Canada. TheShipsList.com was a useful source that organized compiled newspaper records of ship arrivals and helped to document the many voyages of the *Newry*.

A Google search for Irish immigration records revealed that generally, passenger lists were kept at the port of arrival prior to 1890, rather than at the port of departure (Roots Ireland 2020). This meant that, as the *Newry* never reached its destination when it set sail in 1830, there is likely no complete passenger list for the expedition. Further inquiry, specifically at TheShipsList.com, uncovered no passenger lists related to earlier voyages.

Further use of the Google search engine, targeting the name of the ship and utilizing information uncovered throughout the process, such as owner names, ship type, dates, etc., helped to uncover more articles and information to augment the story of the vessel.

6.0 Results

The *Newry* was constructed in Quebec in 1826 by John Munn and was owned by James and Joseph Lyle of Newry, Ireland (Steen, 2010, p. 25; Lloyd's Register, 1828; Lloyd's Register, 1830). Records from the Library and Archives Canada (2015) and *Lloyd's Register of Shipping* (1828; 1830) demonstrate that the *Newry* was registered in Quebec in 1826. James Lyle was recorded as a pawnbroker in Newry in 1824, and in 1826 he is recorded to be in business with his brother Joseph importing timber, slate, and coal at Merchants Quay. The brothers also owned several sailing ships that transported emigrants and cargo between Newry and Canada. These ships included the *Greenhow* (which later wrecked under different ownership in 1845) and the *Newry,* which both regularly sailed from Warrenpoint, Ireland to Quebec, Canada (Steen, 2010, p. 25).

The *Newry* was a wooden, copper-fastened, full-rigged barque (Coflein, 2008; Lloyd's Register, 1828; 1830; Davies, 2001). It had three-masts, a square-stern, and square-rigging. The vessel had a single deck with beams and a tonnage of about 375 to 379 (Library and Archives Canada, 2015; Lloyd's Register, 1828; 1830). Curiously, numerous sources list the ship's tonnage at 500 when it wrecked (Gentleman's Magazine and Historical Chronicle 1830; Jones, 2001, p. 36; Rhiw.com; Michael), which contrasts with surveyed tonnage that was recorded in *Lloyd's Register* and the Canadian archives. The ship's draught when loaded was 16 feet. When surveyed in 1828, the *Newry* was noted to have one proved iron cable, while in 1830 it was listed to have one chain cable (Lloyd's Register, 1828; 1830).

On May 17, 1826, the *Canadian Spectator* newspaper reported that the *Newry*, "a ship of 380 tons, built for W. & G. Pemberton, Esquires, was safely launched from Mr. Mann's cove, on Wednesday" (Walker, 1826a). That date was a Wednesday, so the paper was either referring to the 17th or possibly the previous Wednesday, May 10, 1826. Mr. Mann likely refers to the ship's builder, John Munn. Curiously, many Quebec newspaper sources list "W & G Pemberton, Esquires" as the *Newry*'s owners, rather than the Lyle brothers.

The *Newry* made numerous trips back and forth between Newry and Quebec, and these were documented in contemporary Canadian newspapers (see Appendix B for the timeline of the *Newry*'s journeys that were uncovered during online research). A brief mention of an incident at sea is documented in the *Quebec Mercury* (1829a), which simply notes that the *Newry* lost sails, bulwarks, anchors, cables, etc. on its voyage from Newry to Quebec around December 15, 1828.

At least four different captains mastered the *Newry* on its voyages between Ireland and Canada. A man named Jones was noted to captain the vessel when it was cleared to depart Quebec on July 12, 1826 (Quebec Mercury, 1826). When the *Newry* departed Newry for Quebec on April 22, 1828, a man named Gibson was the captain (Swiggum and Kohli, 2007a). It appears that Gibson mastered the ship for numerous voyages, and the last record of his name was tied to its November 7, 1828 departure from Quebec (Swiggum and Kohli, 2007c). On April 18, 1829, the ship departed Newry for Quebec under a new captain, Crosby (Swiggum and Kohli, 2007d). Crosby was the captain of the ship during its final voyage. When the *Newry* was surveyed for the Lloyd's Register in London, a man named "Adams" was listed as the master (1828; 1830).

The following retelling of the *Newry*'s wrecking incident is derived from numerous sources, including contemporary newspaper articles in *The Carmarthen Journal and South Wales Weekly Advertiser* and the *Chester Chronicle* (Carmarthen Journal, 1830; Rhiw.com), a contemporary letter published in the *Gentleman's Magazine and Historical Chronicle* written by someone that lived close to the wreck site (1830), and a variety of modern secondary sources that have reported on the event (Coflein, 2008; Jones, 1986, 2001; Rhiw.com; Michael; Steen, 2010).

Around half past 2 p.m. on Wednesday, April 14, 1830, the *Newry* departed from Warrenpoint, Ireland for Quebec, Canada. The vessel was carrying approximately 400 passengers, mainly emigrants, and consisted of labourers, small farmers, their families, and domestic servants.

Around midday on Thursday, April 15, the winds began to reach unfavourable speeds. At about 11 a.m on Friday, April 16, the wind began to blow the *Newry* off-course, changing its direction to the southeast. It sailed in that direction until around 9 to 10 p.m., when disaster struck.

Figure 1 *Newry* origin and approximate wreck site

The *Newry* struck a rock close to the shore around 9 p.m. at Maen Mellt near Anelog on the Lleyn Peninsula, about three miles from Aberdaron and about four miles north of Bardsey Island. Foggy weather at the time caused the ship to sail too far into Carnarvon Bay; the Bardsey Light was invisible due to the weather. The fog was accompanied by showers of rain, sleet, and hail.

Most of the passengers were in their beds, many of them seasick. Purportedly, Captain John Crosby ordered the hatches to be fastened down, temporarily trapping the passengers below deck to prevent them from crowding the main deck and impeding the crew's work. However, once it was determined that the ship could not be saved, the hatches were opened and Crosby supposedly shouted, "Let us all have an equal chance for our lives" (The Gentleman's Magazine and Historical Chronicle, 1830). One of the crew member's supposedly called out, "A watery tomb! A watery tomb!" (Gentleman's Magazine and Historical Chronicle, 1830). Eleven men jumped onto the life boat, which capsized and all of them perished.

To save the crew and passengers, Captain Crosby ordered first the mizzenmast, and then the main mast, to be cut down. The mast created a gangway, or bridge, to the shore and was used to escape the sinking vessel. The ship's crew escaped over this bridge, and many accounts suggest they left the passengers to fend for themselves. A local man, David Griffiths of Plas Bodafon, courageously boarded the wreck using the mast-bridge to rescue passengers. Over a ten hour period, Griffiths, Captain Crosby, the mate, and another *Newry* crewmember named

Hale rescued about 300 to 375 passengers by crossing the gangway back and forth from shore to the sinking ship. Three other locals, Owen James, Richard Griffith, and John Pritchard, helped the survivors to climb the nearby cliffs away from the beach. David Griffiths personally rescued about 40 to 50 people, and he was awarded the silver medal of the RNLI, as well as £10 from Lloyd's and an additional £10 from the Liverpool Underwriters Committee in recognition of his bravery. Accounts vary widely about the death toll of the *Newry* disaster; many sources state that about 25 passengers perished, others suggest anywhere between 40 and 80 died, while a few sources document a loss of 200 lives. A total of fourteen bodies were recovered from the wreckage, all of whom were provided a proper burial.

Many passengers lost all of their possessions that night, and most were only wearing night clothes or no clothes at all. Very little of their possessions were recovered, and the wreck was sold for salvage. After the tragic incident, the *Newry* passengers began their journey home. By midday on Sunday, April 18, they arrived at Carnarvon, where they encountered a resident Irishman named Captain Boileau. They were introduced to the Deputy Mayor, William Roberts, who provided them with a meal and four shillings apiece. He helped gather a committee to aid the shipwrecked passengers and instigated a door-to-door collection. Local places of worship, such as St. Mary's Church, also held collections for the unfortunate group. Boileau purportedly said that "Never was there a more imperative call on humanity, and never was it more promptly or efficiently answered than by the benevolent inhabitants of Carnarvon" (Carmarthen Journal, 1830; Rhiw.com). The survivors continued on to Bangor, where a Mr. Holford assisted with the collection of an additional £37 was collected for their plight. After a 35-mile journey, they eventually made their way to Holyhead, where they boarded two Liverpool steamers (the *Satellite* and the *Abbey*) back to Ireland on April 23, 1830. In an excerpt from the *Official Gazette*, a Mr. Shaw and Mr. Ryan were publically acknowledged for "giving a gratuitous passage to distressed Emigrants and particularly to the surviving passengers of the ill fated Newry" (Swiggum and Kohli, 2009). A few days after the accident, the *Newry Telegraph* reported that the ship's owners, James and Joseph Lyle, generously divided the entire £300 profit from the voyage among its survivors (Steen, 2010, p. 25).

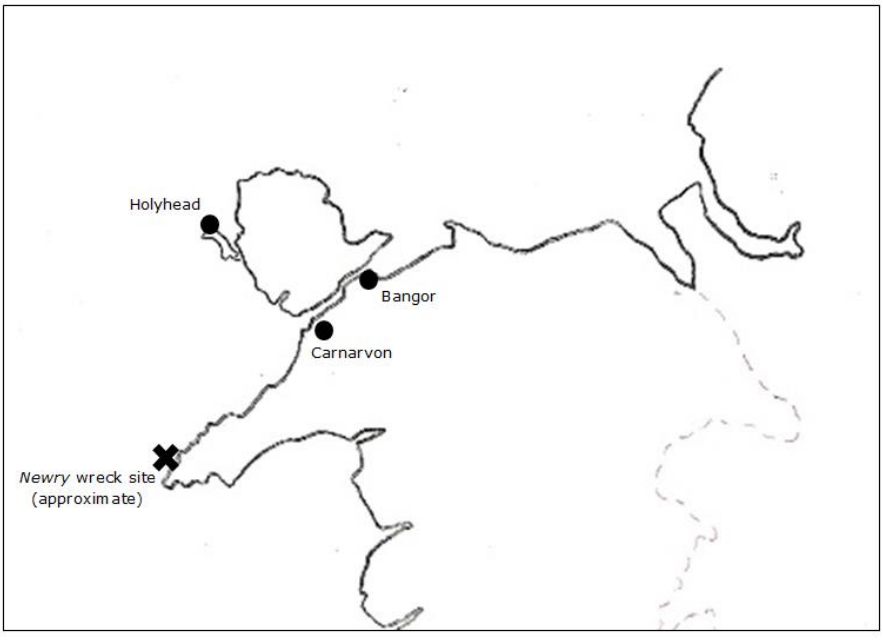


Figure 2 Stops along the *Newry* survivors' journey, Lleyn Peninsula, Wales

The wreckage broke apart two days after the incident on Sunday, April 18, and the next day anything that could be salvaged was sold at auction (Carmarthen Journal, 1830; The Gentleman's Magazine and Historical Chronicle, 1830; Coflein, 2008; Jones, 2001, p. 36). Today, any evidence of the *Newry* lies near Porth Newry, a town that was named for the well-known wreck (Jones, 2001, p. 36). Small mast bands have been reported on the seabed (Coflein, 2008), and in 2018, it was reported that small pieces of wreckage were noted about 6 meters below the water's surface (Michael).

7.0 Analysis

A few interesting concerns were present after research was conducted on the *Newry*. First, there were a few minor inconsistencies in the documentary record regarding the ship. For example, the letter published in the *Gentleman's Magazine and Historical Chronicle* in 1830 mentions the *Newry* was constructed in 1825, although most sources agree it was built in 1826. The 1830 *Lloyd's Register* entry suggests the ship had been last surveyed in 1827, however, the only previous mention of the ship in *Lloyd's Register* was in 1828. These small inconsistencies are relatively minor and to be expected.

The ship's tonnage was also inconsistent throughout the referenced sources. *Lloyd's Register* and the ship's registry record in the Library and Archives Canada placed the ship's tonnage around 375-379, so that was considered to be the most accurate. However, multiple sources also stated that the *Newry* was a 500-ton ship when it wrecked (Carmarthen Journal, 1830; Gentleman's Magazine and Historical Chronicle, 1830; Jones, 2001, p. 36; Rhiw.com; Michael). It is possible that these sources refer to the ship's *gross* tonnage, rather than its *net* tonnage. However, no definitive distinction was uncovered. Rosalind Davies' compiled information on Irish ships (2001) suggested that the *Newry* was a 700-ton vessel, which must be inaccurate.

Interestingly, there was an incredibly inconsistent reporting of the passengers that died during the *Newry*'s wrecking event. Multiple sources suggest that 25 passengers died when the ship went down, although they all seem to be secondary sources (Jones, 2001, p. 36; Steen, 2010, p. 25; Rhiw.com). Chris Michael's online pages about shipwrecks published by the University of Liverpool suggest that somewhere from 25 to 50 people died. Contemporary newspaper articles in the *Carmarthen Journal* (1830) and *The Gentleman's Magazine and Historical Chronicle* (1830) have slightly higher estimates, about 40-80 and 60-70 deaths (respectively). Astoundingly, there have also been sources that report a 200-person death toll; the *Chester Chronicle* reported this number on April 23, 1830 (Rhiw.com). This is an unusual disparity. The excessively high death toll is likely a result of false reporting or some type of miscommunication.

Multiple sources stated that the *Newry*'s crew had acted unfavourably, rushing off the vessel and abandoning the passengers in need (Jones, 2001, p. 36; Rhiw.com; Steen, 2010, p. 25). Interestingly, the *Carmarthen Journal*'s 1830 article on the shipwreck specifically comes to the defence of the crew. The article states that:

> As several unfonnded calumnies are in circulation relative to the conduct of the crew of the *Newry* on this trying occasion, we deem it our duty to state that their conduct throughout, appeared to have been perfectly consistent with that active courage and humanity which are ever the distinguishing attributes of British seamen in the hour of peril and calamity. In a state of exposure and exhaustion they continued both on board and ashore, although several of them were severely injured, to exert themselves to save the lives of their passengers until four o'clock in the morning, when David Griffiths… arrive at the spot…

While the exact truth may never be known, it is likely that the crew's behaviour was indeed unfavourable, and that they abandoned the passengers to save themselves from harm. The *Carmarthen Journal* may have had a particular reason for trying to defend these crewmen, either to uphold the reputation of British seamen or to defend any particular crewmen with which there may have been personal ties. The truth is uncertain.

Most sources agree that the *Newry* was built for the Lyle brothers, James and Joseph, that they had it registered in Quebec under their ownership, and that they owned the vessel when it wrecked in 1830. However, many newspaper sources from Canada that documented the ship's arrivals and departures listed the owners as "W. & G.Pemberton, Esq." (Quebec Mercury, 1826; Swiggum and Kohli, 2007c). Some records indicate that the *Newry* was consigned to these individuals, and it is likely that all references to any owners besides the Lyle brothers are

actually referencing a consigned third party. It appears that the Lyles consigned the ship to third parties on multiple occasions. For example, in addition to W. & G. Pemberton, a few records also documented the ship as consigned to a "P. Patterson" (Quebec Mercury, 1829b; Swiggum and Kohli, 2007a). A "J.T. Cuvillier" was also mentioned, although it is unclear if the document was referring to an owner, consigned party, or ship captain (Walker, 1826b).

Despite a small number of inconsistencies and vague records, the history of the *Newry* is remarkably documented and most of the information uncovered was able to be corroborated by multiple sources.

8.0 Conclusions & Recommendations

The *Newry* was a sailing ship that primarily transported passengers between Newry, Ireland and Quebec, Canada. The barque operated between 1826 and 1830, when it wrecked off the coast of the Lleyn Peninsula, Wales. The vessel's history was well-documented, as numerous Canadian newspapers recorded its arrivals and departures from Quebec. Lloyd's Register of Shipping documented surveyed specifications about the vessel, and numerous sources reported on the ship's wrecking incident. The majority of sources provided the same or similar information about the ship and its wrecking event, and only a few inconsistencies were identified.

It is possible that the wreck of the *Newry* may be a good candidate for underwater archaeological fieldwork, however, this is uncertain as of August 2020. Small reports about the wreck's current state suggest that there is little remaining, although it does not appear that the site has been visited intensively. It is recommended that an NAS-affiliated diver visit the wreck site to determine if there is any remaining wreckage or artifacts that would be a worthwhile target for further investigation. Because the *Newry* passengers were not able to recover their belongings, it is possible that those artifacts remain buried under the seafloor and could provide insight into the possessions and lifestyles of Irish emigrants in the early nineteenth century, before the Great Famine. It is unclear how much of this material was salvaged or washed away, or how much of the *Newry* itself remains intact.

The robust nature of the historical documentation and the interesting story of the wreck makes the *Newry* an excellent candidate for public outreach. Social media posts, public presentation, a mention in NAS publications, etc. are all good options to bring the *Newry*'s story to the public. The potential for archaeological fieldwork on the wreck is yet to be determined, although this type of investigation could provide even more data for the interpretation of the ship's story and the story of its passengers. Should there be an interested party, the *Newry* would make a suitable candidate for the NAS Adopt-A-Wreck program.

9.0 References

Carmarthen Journal (1830) 'Wreck of the Newry,' *The Carmarthen Journal and South Wales Weekly Advertiser.* Accessed from the National Library of Wales. Available at https://newspapers.library.wales/view/3677593/3677596/18/newry%20wreck%201830. Accessed July 31, 2020.

Coflein (2008) 'Newry,' Royal Commission on the Ancient and Historical Monuments of Wales. Available at https://coflein.gov.uk/en/site/271713/details/newry. Accessed July 31, 2020.

Davies, Rosalind (2001) 'Ships of Co. Down,' Ros Davies' Co. Down, Northern Ireland Family History Research Site. Available at https://www.rosdavies.com/WORDS/Ships.htm. Accessed August 4, 2020.

Gentleman's Magazine and Historical Chronicle (1830) 'Wreck of the Newry,' *The Gentleman's Magazine and Historical Chronicle From January to June 1830,* vol. 100, pt. 1, pp. 506-510. Available from HathiTrust, scanned by Princeton University, located at https://babel.hathitrust.org/cgi/pt?id=njp.32101077262358&view=1up&seq=414. Accessed August 1, 2020.

Glymond, Joanne (2020) 'The Development of Warrenpoint,' Newry.ie. Available at https://www.newry.ie/newry-100-years-ago/the-development-of-warrenpoint. Accessed July 28, 2020.

Jones, Ivor Wynne (1986, 2001) *Shipwrecks of North Wales*. David & Charles.

Library and Archives Canada (2015) Ship Registrations 1787-1966 > Item: 53404: NEWRY. Library and Archives Canada. Available at https://www.bac-lac.gc.ca/eng/discover/ship-registration-index-1787-1966/Pages/item.aspx?IdNumber=53404&DotsIdNumber=. Accessed July 31, 2020.

Lloyd's Register (1828) Registry Number 339, Newry. *Lloyd's Register of Shipping.* Society for the Registry of Shipping. Scanned copy available from Google Books.

Lloyd's Register (1830) Registry Number 346, Newry. *Lloyd's Register of Shipping.* Society for the Registry of Shipping. Scanned copy available from Google Books.

Michael, Chris (n.d.) 'Newry 1830,' Chris Michael's pages about diving, shipwrecks, marine research, books, and boating. University of Liverpool. Available online at https://www.liverpool.ac.uk/~cmi/books/emigrant/newry.html. Accessed August 1, 2020.

Moses, Henry (1830) *The Challenger commanded by Captain FitzClarence, sailing from Portsmouth with Dispatches for Lisbon, Oct 31. 1827* [Coloured etching and engraving]. National Maritime Museum, Greenwich, London.

Port of Warrenpoint (2016) 'About the Port - History and Constitutional Status,' Available at https://warrenpointport.com/port/about-the-port/. Accessed July 28, 2020.

Quebec Mercury (1826) 'Port of Quebec, Cleared,' *Quebec Mercury,* July 22, 1826, vol. XXII, no. 58, p. 357. Accessed from the online National Library and Archives of Quebec.

Quebec Mercury (1829a) 'Shipping Intelligence,' *Quebec Mercury,* February 10, 1829, vol. XXV, no. 12, p. 70. Accessed from the online National Library and Archives of Quebec.

Quebec Mercury (1829b) 'Port of Quebec, Cleared,' *Quebec Mercury,* November 7, 1829, vol. XXV, no. 89, p. 576. Accessed from the online National Library and Archives of Quebec.

Rhiw.com (n.d.) 'The Newry,' Available at http://www.rhiw.com/y_mor/shipwrecks/The_Newry.htm. Accessed July 31, 2020.

Roots Ireland (2020) 'Irish Passenger Lists,' Irish Family History Foundation. Available at https://www.rootsireland.ie/help/help-ships-passenger-lists/irish-passenger-lists/. Accessed July 31, 2020.

Steen, Pat (2010) 'James Lyle of Newry (1788-1874) – not a Presbyterian Minister,' *North Irish Roots*, vol. 21, no. 2, pp. 25-28.

Swiggum, S. and M. Kohli (2007a) 'Ship Arrivals at the Port of Quebec, 1828 May 09 - June 03,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1828a.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2007b) 'Ship Arrivals at the Port of Quebec, 1828 June 04 - July 31,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1828b.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2007c) 'Ship Arrivals at the Port of Quebec, 1828 October 04 - December 18,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1828d.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2007d) 'Ship Arrivals at the Port of Quebec, 1829 May 01 - May 31,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1829a.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2008a) 'Ship Arrivals at the Port of Quebec, 1829 June 02 - August 01,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1829b.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2008b) 'Ship Arrivals at the Port of Quebec, 1830 June 07 – July 09,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1829b.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2009) ' Ship Arrivals at the Port of Quebec, 1830 July 10 – September 08,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1830c.shtml. Accessed August 2, 2020.

Swiggum, S. and M. Kohli (2010) 'Ship Arrivals at the Port of Quebec, 1829 September 14 - December 31,' TheShipsList. Available at https://www.theshipslist.com/ships/Arrivals/1829d.shtml. Accessed August 2, 2020.

Walker, Jocelyn (1826a) 'Shipping Intelligence,' *Canadian Spectator*, May 17, 1826, vol. IV, no. 44. Accessed from the online National Library and Archives of Quebec.

Walker, Jocelyn (1826b) 'Vessels Loading,' *Canadian Spectator*, June 14, 1826, vol. IV, no. 52. Accessed from the online National Library and Archives of Quebec.

Walker, Jocelyn (1826c) 'Shipping Intelligence,' *Canadian Spectator*, July 26, 1826, vol. IV, no. 64. Accessed from the online National Library and Archives of Quebec.

Wilson, David A. (1999) *The Irish in Canada.* Canadian Historical Society.

Appendices:

Appendix A – Table of Lloyd's Registers entries for the *Newry*

Year	Registry Number	Ship Name and Type	Master	Tonnage and Decks	Home Port	Years of Age	Owners	Feet of Draught When Loaded	Surveying Port and Survey Details	Class
1828	339	Newry Bk	Adams	375 SDB	Qubec	2	J.&J. Lyle	16	Lo. 1PIC 1H	A 11
1830	346	Newry Bk	Adams	375 SDB	Qubec	4	J.&J. Lyle	16	Lo. 1C 1H	A 27

Bk = Barque
SDB = Single Deck with Beams
Lo. = London
PIC = Proved Iron Cable
C = Chain cable
H = Hemp
A = First class

Appendix B – Timeline of the *Newry*

Event	Date	Citation
The *Newry* is constructed in Quebec for James and Joseph Lyle	1825 or 1826	The Gentleman's Magazine and Historical Chronicle, 1830; Steen, 2010, p. 25; Lloyd's Register, 1828; Lloyd's Register, 1830
Newry is registered in Quebec	1826	Library and Archives Canada, 2015; Lloyd's Register, 1828; Lloyd's Register, 1830
Ship first launches from Quebec shipyard ("Mr. Mann's Cove")	May 10 or 17, 1826	Walker, 1826a
Newry is listed as loading vessel bound for Newry from Quebec, owned or captained by J.T. Cuvillier	June 14, 1826	Walker, 1826b
Newry is listed as cleared to depart for Newry from Quebec, mastered by Jones, owned by W.&.G. Pemberton	July 12, 1826	Quebec Mercury, 1826
Newry listed as outward bound for Newry from Quebec	July 26, 1826	Walker, 1826c
Newry departs Newry for Quebec, passengers include 200 settlers, mastered by Gibson, consigned to P. Patterson / in ballast*	April 22, 1828	Swiggum and Kohli, 2007a (citing Montreal Gazette from June 5, 1828)
Newry arrives at port of Quebec from Newry*	May 31, 1828	Swiggum and Kohli, 2007a (citing Montreal Gazette from June 5, 1828)

Newry cleared to depart for Newry from Quebec, mastered by Gibson	July 11, 1828	Swiggum and Kohli, 2007b (citing Montreal Gazette from July 14, 1828)
Newry departs Newry for Quebec, mastered by Gibson, consigned to W.&G. Pemberton / in ballast*	September 2, 1828	Swiggum and Kohli, 2007c (citing Montreal Gazette from October 13, 1828)
Newry arrives at Port of Quebec from Newry*	October 9, 1828	Swiggum and Kohli, 2007c (citing Montreal Gazette from October 13, 1828)
Newry is cleared to depart for Newry from Quebec, mastered by Gibson	November 7, 1828	Swiggum and Kohli, 2007c (citing Montreal Gazette from November 10, 1828)
Vessel is surveyed in London	November 1828	Lloyd's Register, 1828
Newry loses sails, bulwarks, anchors, cables, etc. on journey to Newry from Quebec	December 15, 1828	Quebec Mercury, 1829a
Newry departs Newry for Quebec, passengers include 110 settlers, mastered by Crosby*	April 18, 1829	Swiggum and Kohli, 2007d (citing Montreal Gazette from May 23, 1829)
Newry arrives at Port of Quebec from Newry*	May 21, 1829	Swiggum and Kohli, 2007d (citing Montreal Gazette from May 23, 1829)
Newry cleared to depart Quebec for Newry, mastered by Crosby	June 27, 1829	Swiggum and Kohli, 2008a (citing Montreal Gazette from July 2, 1829
Newry departs Newry for Quebec, passengers include 35 settlers, mastered by Crosby*	August 22, 1829	Swiggum and Kohli, 2010 (citing Montreal Gazette from October 12, 1829)
Newry arrives at Port of Quebec from Newry*	October 8, 1829	Swiggum and Kohli, 2010 (citing Montreal Gazette from October 12, 1829)
Newry cleared to depart Quebec for Newry, mastered by Crosby, consigned to P. Patterson	November 6, 1829	Quebec Mercury, 1829b
Vessel is surveyed in London	1830	Lloyd's Register, 1830
Newry departs from Warrenpoint, Ireland with about 400 passengers, captained by Crosby	April 14, 1830	The Gentleman's Magazine and Historical Chronicle, 1830; The Carmarthen Journal, 1830
Newry wrecks	April 16, 1830	The Carmarthen Journal (1830); Rhiw.com
Wreckage breaks apart	April 18, 1830	Jones, 2001, p. 36

*two consecutive records with grey shading indicates what is known to be the same voyage

Appendix C – Summary and Specifications of the *Newry*

Vessel	Name	Newry
	Type	Barque
Built	Constructed	1826
	Registered	1826
	Builder	John Munn of Quebec
Construction	Materials	Wood
	Decks	Single deck with beams
Propulsion	Type	Sail
	Details	Square Rigged
Tonnage	Net	375-379?
	Gross	500?
Owner	Name	James and Joseph Lyle
	From	Newry, Ireland
Registry	Port	Quebec
	Flag	Canada
History	Routes	Quebec, Canada to Newry (Warrenpoint), Ireland
Final Voyage	Cargo	Immigrants
	From	Warrenpoint, Ireland, April 16, 1820
	To	Quebec, Canada
	Captain	Captain John Crosby
	Passengers	400
Wrecking	Date	April 16, 1830
	Location	Near Anelog, Lleyn Peninsula, Wales
	Cause	Rocks, fog, strong winds, precipitation
	Loss of life	Likely about 25-50, some sources as high as 200
	Outcome	Possessions salvaged and sold at auction