



SS NEW PRINCE OF WALES "The Bone Ship"



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FOREWORD



The wreck of the *New Prince of Wales* has lain in shallow water for over one hundred and fifty years since October 1868 when she was driven onto a ridge of rocks off the beach at Sheringham's Old Hythe, approximately a mile west of the town.

The ship became known colloquially as the "Bone Ship" after local people discovered animal bones along the shoreline near the wreck.

Like other ships wrecked along the North Norfolk coast, parts of the vessel sometimes emerge from the sea but only at the very lowest of tides when wreckage can still be seen in the water close to the shore.



It seemed that very little was known about the ship, the only information being about her loss as reported in "The Norfolk News" of 31st October 1868, four days after she was wrecked.

The late Chris Gleadell of Sheringham referenced this newspaper report in his short YouTube video of 2018, which showed the remains of the *New Prince of Wales*. Chris's video inspired me to discover more about the ship and to research her history and I would like to feel that I have been able to finish what Chris, with his interest in the ship, had begun.

My report details the history of the *New Prince of Wales* and tells of the two men - Captain William Simpson and Captain William Snow - both from Maldon in Essex, who had command of the ship during her short, eleven-year life. William Snow, who captained the ship on what was to be her final voyage, was part of a seafaring family whose father, brother and a nephew were all mariners.

NOTE



Numbers given for the ships referred to are the official registration numbers.

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SS NEW PRINCE OF WALES

The Ship



The *New Prince of Wales* – number 18457 – was a 54-ton iron bolted sailing ship built in Wisbech and registered to the Port of Maldon in Essex on 13th April 1857. Her dimensions were: Length 60' 4" x Breadth 17' 0" x Depth of Hold 7' 7".

Newspaper reports refer to the ship both as a sloop, a fore and aft rigged vessel, and as a Billy-Boy, a small round-sterned trading vessel peculiar to the Humber and the Wash.

Most sloops in the 19th Century were small inshore vessels and shipping records show the *New Prince of Wales* plying mainly to and from British ports. Those mentioned are: Aberdeen, Colchester, Cramond, Dartmouth, Dundee, Falmouth, Goole, Gravesend, Hartlepool, Harwich, Hull, Ipswich, Isle of Wight, London, Looe, Lynn, Maldon, Newcastle, Penryn, Plymouth, Portland, Ramsgate, Rochester, Shields, Shoreham, Truro, Wemyss, Weymouth, Wisbech, Woodbridge, and Yarmouth.

The *New Prince of Wales* was also sailing to and from Belgium (Antwerp, Ghent), France (Abbeville, Boulogne, Caen, Charente, Dunkirk, Fécamp, Le Havre and St. Malo) and Holland (Flushing, Zaandam). The nature of her cargoes is not always reported but those which are show barley, bones, corn, cotton cake, flooring boards, flour, jute, manure, Portland stone and wheat.

The Wreck

The *New Prince of Wales* was put up for sale in September 1868 by her then owner, Smee & Co., followed by several other vessels owned by the company which were advertised in 1876. The sale was held on 1st September and it was just two months later that the *New Prince of Wales* was to undertake what was her "first voyage for the present owner" and, in the event, her final voyage.

The ship was wrecked on the beach at Sheringham's Old Hythe on Saturday 24th October 1868 when on passage from Rochester, Kent for Lynn with a cargo of animal bones.

SHERINGHAM

ON SATURDAY LAST the sloop, New Prince of Wales, of Maldon, from Rochester, for Lynn, with a cargo of bones, came on shore; part of the vessel is saved. The vessel will, most likely, become a total wreck.

The Norwich Mercury - Saturday 31st October 1868

SHERRINGHAM.—THE GALE.—On Saturday last, during a heavy gale, the billyboy, New Prince of Wales, of Maldon, from Rochester for Lynn, captain W. Snawe, with a cargo of bones, was driven on a ridge of rocks not far from the shore. Two boats were immediately manned by our fishermen, and soon landed the crew, who were placed in the charge of Mr. J. Nightingale, representative of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, who passed them home on the following day. The vessel is likely to become a wreck. This was her first voyage for the present owner.—On Monday, much

The Norfolk News - Saturday 31st October 1868

The Captain was not Captain W. Snawe as reported but Captain William Snow, a Master Mariner of Maldon, Essex. The name of the new owner in the short time between her sale in September 1868 and wrecking a month later has not been found.

Newspaper reports in the period from January to September 1868 show the *New Prince of Wales* sailing to and from Dundee, Goole, Ipswich, London, Newhaven and Penryn and between London and Antwerp, London and Flushing, and Antwerp and Rochester but no record has been found of the ship sailing from Rochester for Lynn.

The latest shipping record found - in "The Hull News" of Saturday 3rd October 1868 - details "Coasters Inwards" for Goole between 23rd and 30th September 1868 and shows the *New Prince of Wales*, captained by William Snow, arriving at Goole from Maldon.

It was a further month until the ship was wrecked and the assumption is that William Snow would have made a number of other sailings before he left Rochester on what was to be the ship's final one. It is not clear whether William's Snow's cargo was for off-loading at Lynn or whether it was to be taken to another port further along the coast.

Shipping reports do not always give the nature of cargoes carried but in 1861 the *New Prince of Wales* was said to be carrying manure; in 1868 she was carrying bones. In the mid-19th Century shiploads of bones from North Germany were regularly arriving at the port of King's Lynn, almost every week; bones, rich in calcium, were a valuable fertiliser and they would be crushed or dissolved for this purpose.



A heavy gale drove the *New Prince of Wales* onto a ridge of rocks close to the shore. The ship was beyond help and fishermen from Sheringham immediately launched two boats to take off the Master and crew, who were placed in the charge of Mr J. Nightingale (possibly Joseph Nightingale, a Fish Merchant of Sheringham) of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society and they were returned to their homes the following day.

The report in "The Norfolk News" of the loss of the ship - "This was her first voyage for the present owner" - indicates the recent change of ownership but this was too late to be shown in the Lloyd's Register of Shipping published for 1868, which shows an addendum to the effect that the ship was wrecked. The entry also shows the Master still as William Simpson rather than William Snow.

Appropriation records show that a "Lost Certificate" was applied to the *New Prince of Wales* on 30th January 1869.

4	Prince of Wales Sp I.B.	Simpson	54	60·4 17·0	7·7	W'sbch	1857	Smee & Co.	Maldon	Ips.France	8	Wrecked
											9,61	

SS NEW PRINCE OF WALES

The Owners

The *New Prince of Wales* had only two owners in the eleven years between her being built in 1857 and being sold in 1868, shortly before she was wrecked.

The first and the sole owner of the ship - from 1857 to 1860 - was William Simpson, a Master Mariner of Maldon, Essex. His "Master's Claim for Certificate of Service" and Lloyd's Register of Shipping both show that he was not only the owner but also, from 1857 to 1863, the first Master of the *New Prince of Wales*,

William Simpson evidently entered into partnership with another shipowner subsequently for in 1861 Lloyd's Register shows the ship's registered owners were then "Simpson, Smee & Co.". William Smee was a shipowner and - pieces in "The Chelmsford Chronicle" from 1855 to 1856 show - a Trustee of the Travellers and Marine Insurance Company.

The 1861 Census taken on 7th April shows William Smee, 45, his wife Lucy, 43, three daughters, one son, and his widowed father-in-law living in Maldon. William was described as a "Coal Merchant, Shipowner and Butcher". William Smee's several businesses suggest the likely affiliations and interests shared between him and William Simpson.

While William Simpson continued to serve as Master of the *New Prince of Wales* until 1863, he had apparently relinquished his part ownership of the ship for her registered owner from 1862 until 1868 was just "Smee & Co.".

MRS. SMEE

TAKES the opportunity of returning thanks for the liberal support given to her late husband, and begs to inform her friends that she has APPOINTED her Son JAMES SMEE to CONDUCT the BUSINESS as usual, in its several branches, on behalf of herself and family, and hopes, by attention and promptitude, to merit a continuance of their future favors.

All persons having any Demand on the Estate are requested to forward it to the Executrix,

LUCY SMEE.

Maldon, Feb. 17th, 1864.

William Smee, described as a Merchant and Ship Owner, died on 21st January 1864.

Shortly afterwards, his widow Lucy Smee appointed her son, James Richard Smee, to "conduct the business as usual, in its several branches".

The Chelmsford Chronicle – Friday 19th February 1864

Four years later, Lucy Smee had apparently begun to disperse some of Smee & Co.'s holdings and the *New Prince of Wales* was put up for sale by auction on 1st September 1868. The owner of the wharf referred to was Thomas Isaac, a Corn Merchant in Maldon. Albert Prime Clear was an Estate Agent and Auctioneer.

It was less than two months after the sale of the ship on 1st September that the *New Prince of Wales* undertook what was her "first voyage for the present owner".

The name of the new owner in the short time between her sale and her wrecking off Sheringham on 24th October 1868 has not been found.

MALDON.

TO BE SOLD BY AUCTION,
By Mr. Clear,

On Tuesday, September 1st, 1868, at the Public Hall, Maldon, at Three for Four o'clock, by direction of the proprietors, who have dissolved partnership,

THE Fast-Sailing Sloop NEW PRINCE OF WALES, 54 tons register N. N. M., with all her standing and running rigging.

The vessel was built in 1857, and is in good repair, now discharging her cargo at Mr. Isaac's wharf.

Further particulars may be obtained of Mr. Clear, Maldon, Essex.

The Chelmsford Chronicle – Friday 21st August 1868

Thirteen years after her husband's death, Lucy Smee was apparently withdrawing further from the businesses run by her late husband and, since his death, by her and her son, James Richard Smee. James Smee was described as a Merchant when he was married in Camberwell in February 1876 to Elizabeth Frost Gill, and the 1881 Census shows James, 39, a Hay and Straw Merchant, Elizabeth, 35, sons James, 4, and Edward, 2, now living in Maldon, with two servants.

"The Chelmsford Chronicle" of Friday 28th July 1876 carried two notices placed by Lucy Smee in which she advised firstly of arrangements to dispose of to her son, James Richard Smee, "the businesses of a hay and straw merchant" from 1st August 1876. In the second notice, Lucy Smee "Begs to return her sincere thanks for the large support and patronage so many years accorded to her and her late husband, and trusts that the same will be continued to her successor, who has for several years managed the business for her."

In a notice following that of his mother's, James Smee "Begs to solicit the continuance of the support and custom of those who have so largely supported his predecessors, and trusts that by a diligent attention to business and prompt settlements to secure the confidence of the public."

To Merchants, Dealers in Hay, Straw, &c.

IMPORTANT SALE OF BARGES.
In constant trade.

MALDON, ESSEX.

Mr. Clear
Is instructed by the Executrix of the late Mr. William Smee, who is relinquishing business, TO SELL BY AUCTION, on Tuesday next, August 8th, 1876, at the King's Head Hotel, Maldon, at Three for Four o'clock.

TWO Excellent Well-built SAILING BARGES, in constant trade.

The JAMES and HARRIET 49 ⁸⁸/₁₀₀ N.N.M.

AND

The GEORGE ... 46 ¹/₁₀₀ N.N.M.

Both of the port of Maldon, with all their standing and running rigging, stores, &c.

Further Particulars and Conditions of Sale may be obtained of Messrs. Digby, Son, and Evans, Solicitors, Maldon; and of Mr. Clear, Maldon, Essex.

MALDON, ESSEX.

TO BE SOLD BY AUCTION,
By Mr. Clear,
On Tuesday next, August 8th, 1876, at the King's Head Hotel, Maldon, at Three for Four o'clock, by direction of Mrs. Smee, who is relinquishing business.

THE Well-built SAILING BARGE, the WILLIAM and LUCY, 48 ¹⁰⁸/₁₀₀ N.N.M., of the port of Maldon, in constant trade, with all her standing and running rigging, stores, &c. &c.

Further particulars and Conditions of Sale may be obtained of Messrs. Digby, Son, and Evans, Solicitors, Maldon, and of Mr. Clear, Maldon, Essex.

Lucy Smee's son had taken charge of the family's hay and straw business and dispersals from the family firm continued with the sale of some of the – apparently, more recently built – vessels.

Lucy Smee was the registered owner of the 49-ton *James and Harriet* of Maldon – number 45647 – built and registered in 1864, and of the 48-ton *William and Lucy* of Maldon – number 18458 – built and registered in April 1860 and presumably named for William and Lucy Smee themselves.

The Official Numbers in Appropriation Books show that the *William and Lucy* – number 18458 – was the next ship to be registered at Maldon, on 4th April 1860, after the *New Prince of Wales* – number 18457 – on 13th April 1857.

The *George* – number 16390 – was registered to Rochester in December 1851 and her registration transferred to Maldon on 11th May 1860, where her registered owner was James Richard Smee.

The Chelmsford Chronicle – Friday 4th August 1876

James Smee was described in the Censuses as a Butcher in 1871 and in 1881 as a Hay and Straw Merchant.

Despite his assurance of "diligent attention to business", James Smee perhaps did not have the business acumen of his parents or their success in trade for "The Edinburgh Gazette" of 10th February 1885 lists among Bankrupts and Receiving Orders from "The London Gazette", "James Richard Smee, Maldon, Essex, barge owner, blacksmith, wheelwright, and hay and straw dealer".

In Bankruptcy.]

MALDON.

TO BE SOLD BY AUCTION,
By Mr. Clear,
On Tuesday next, Feb. 17, 1885, by order of the Official Receiver,

THE Select Small Herd of DAIRY CATTLE, including

- 6 Fine Shorthorn Cows, in milk and forward in Calf, and
- 3 Yearling Shorthorn Heifers; also
- 2 Hackneys and Strong Cob quiet to ride and drive;

Phaeton, under weight, in good condition, dog-cart and market cart nearly new, four sets of harness, riding saddles, bridles, horse clothing, &c., &c.; light tumbrel on springs and set of tumbrel harness, road wagon, plough, horse hoe, chaff-cutter, oilcake mill, weighing machine, root pulper, seven iron pig troughs, six iron hurdles on wheels, tools, and effects.

¹/₂ Ton of Grass Hay,
Clamp of Manure,
Quantity of Mangold Wurzel,
upon the premises occupied by Mr. James Smee,
Mill Road.

Sale to begin at Twelve for One o'clock.
Catalogues may be obtained of Mr. Clear,
Maldon, Essex.

The Chelmsford Chronicle – Friday 13th February 1885

Newspaper reports reflect the sale of Smee & Co.'s assets which quickly followed. A month after the sale of the herd of dairy cattle, other businesses owned by James Smee were advertised.

Wantz-road, Maldon
TO BLACKSMITHS AND WHEELWRIGHTS

TO BE DISPOSED OF, with early possession, the First-class BLACKSMITH's and WHEELWRIGHT's BUSINESS, carried on by Mr James Smee; convenient premises and commodious buildings, well situate for trade.

For particulars apply to Mr Clear, Estate Agent,
Maldon, Essex.

The Chelmsford Chronicle - Friday 27th March 1885

In Bankruptcy—James Smee.]
MALDON.

**TO BARGE OWNERS,
Hay & Straw Dealers, and Merchants.**

**TO BE SOLD BY AUCTION,
By Mr. Clear,**

On Tuesday, April 14th, 1885, at the King's Head Hotel, Maldon, at Three for Four o'clock, the

THREE SAILING BARGES known as
The "DEFENCE," 105 tons.
The "THREE SISTERS," 95 tons.
The "MORNING STAR," 85 tons,
With all their Standing and Running Rigging, Stores, &c..

The Barges are well found and in constant trade from Maldon to London.

Particulars and Conditions of Sale may be obtained of Messrs. Beaumont, Son, and Bright, Solicitors, Maldon; and of Mr. Clear, Maldon, Essex.

The Barges may be viewed on application to Mr. Joseph Sadler, High-street, Maldon.

The Chelmsford Chronicle - Friday 3rd April 1885

James Richard Smee died in London in April 1886, aged 44, and was buried in the churchyard of St. Mary the Virgin at Maldon on 9th April 1886.

James's mother, Lucy Smee, died on 18th November 1888 and was also buried at Maldon.

The 1891 Census shows James Smee's widow, Elizabeth Frost Smee, 44, a Shopkeeper, living in Maldon together with her twelve-year old son. The 1901 and 1911 Censuses show that she and her son remained in Maldon. Elizabeth Smee died four years later, in 1915, aged 70.

THE FIRST MASTER
Captain William Simpson

Board of Trade – Registry of Shipping and Seamen : Registers of Certificates of Service – records show that William Simpson was Master of the *New Prince of Wales* from the year of her build in 1857 until 1862.

The same records show that William Simpson had served on the ship's predecessor the *Prince of Wales* from 1855 to 1856, when newspaper reports show him making numerous sailings in that period. Many vessels had the name *Prince of Wales* but Captain Simpson's ship was possibly the 55-ton sailing ship – number 4941 – registered to Colchester in 1854.

Newspaper reports give details of vessels leaving British and foreign ports, their destinations, the dates of their departures and arrivals, and (sometimes) the name of their Master. These references to the *New Prince of Wales* suggest that William Simpson was her Master for a slightly longer period than do the Board of Trade records, the earliest being dated Friday 24th April 1857 and the last Monday 16th February 1863.

The reports of ships' sailings show that Captain William Snow, also of Maldon, was Master of the *New Prince of Wales*, the earliest reference being May 1865, the latest October 1868. The inference is that William Simpson and William Snow had shared command of the ship. The same records show two other Masters of the ship for short periods: a Captain Moss in the period January 1864 to April 1865 and a Captain Samuel in April 1865.

William Simpson was born on 14th February 1812 in Maldon, Essex, the son of James Simpson, a gardener. He married on 4th September 1838 at All Saints and St. Peter's Church, Maldon, Eliza Nairn, also of Maldon, the daughter of John Nairn, a Master Mariner.

The 1841 Census of 6th June shows Eliza Simpson, 23, of Independent Means, and her widowed grandmother, Elizabeth Nairn, 77, living at Hythe, Maldon. William Simpson was evidently at sea. Two daughters, born in 1839 and 1840, had not survived. Five further children were born between 1841 and 1850, of which a daughter died, aged five years.

William Simpson's "Master's Certificate of Service" dated 30th January 1851 shows that his maritime career began in October 1827, aged 15, and he had been engaged as a Boy, Ordinary Seaman, Seaman, Mate and Master in the Coasting, Fishing and Foreign Trade for a total of twenty-three years.



The "Particulars of Service" in support of his application for a Master's Certificate, made on 17th December 1855 when he was thirty-eight years old, shows that eight of the fourteen ships William Simpson had served on were Maldon registered.

Of the most recent, he had served on the Maldon registered *Maryant* – official number 4793 – from May 1841 to May 1849, first as Mate for eighteen months and then as Master for six and a half years.

The same document shows that, from May 1849 until the time of his application in December 1850, William Simpson was both the Master and the owner of the 42-ton Maldon registered *John & Susanna* – number 4899.

Newspaper reports confirm William Simpson as Master of the *John & Susanna*, the earliest reference being 21st June 1849, the last 11th May 1854.

It was while William Simpson was Master of the *John & Susanna*, and early into his captaincy of the ship, that he appeared before the Maldon Petty Sessions.

MALDON
BOROUGH PETTY SESSION, DEC. 19.
Present – Geo. May and Alfred May, Esqrs.

William Simpson, Master mariner, appeared to a summons by James Carter, labourer, of Goldhanger, for assaulting him. The parties, however, applied to be allowed to settle it out of court, which was granted, upon the defendant paying the expenses.

The Chelmsford Chronicle - Friday 27th December 1850

William Simpson was the Master and owner of the *John & Susanna* in 1851 and he was evidently at sea at the time of the Census on 30th March that year for only his wife Eliza, 32, and children John, 7, William, 5, Catherine, 3, and baby Alfred, are shown, living in the High Street, Maldon.

The 1861 Census taken on 7th April shows Eliza, William, Catherine and Alfred living at Mill Road, Maldon. Five more children were born between 1851 and 1861 but all but one had died as babies, and only Thirza, born in 1861, survived.

William and his son John were two of four mariners on board the *New Prince of Wales* moored at Penrhyn.

Name	Condition	Age	Rank, Profession or Occupation	Where Born
William Simpson	Married	50	Master Mariner	Maldon, Essex
David Snow	Married	28	Mate	Rockford, Essex
John Simpson	Unmarried	18	Ordinary Seaman	Maldon, Essex
William Ling	Unmarried	17	Boy	Blackshale, Suffolk

1861 Census

Later in 1861, William Simpson and three of his crew members – possibly the three people shown on the Census – on the *New Prince of Wales* were apprehended by French police after what was described as a “disagreeable” incident in Boulogne. It was the second time he had been apprehended.

AFFRAY AT BOULOGNE – A disagreeable incident occurred at Boulogne on the 9th inst. One of the French fishing boats, coming in from the herring fishery, could not at once get up to the part of the quay where it was to be moored; and the Master directed a lad on board to take a rope and moor it alongside the English sloop, *New Prince of Wales*, Simpson, which was discharging wheat opposite the custom house. Through some misunderstanding, one of the sailors of the *New Prince of Wales* beat him off; and on the Master of the fishing boat coming to his assistance another of the English sailors knocked him down with a handspike. This led to a scuffle, which ended by the captain and three sailors of the British vessel being apprehended by the police, and marched off to the guardhouse to await examination before the Juge de Paix. The matter had made the more stir from the usually good feeling which prevails at Boulogne between the large numbers of English and French sailors and fishermen ordinarily congregated about the quay; and also from there having been a quarrel at sea a week before between the crews of a Saint Valery boat and English fishing boat, in the course of which one of the French sailors received a gunshot wound, and was landed at Boulogne to be taken to hospital. There has been no French Government vessel engaged in supervising the fisheries at Boulogne for a long time.

Daily News (London) - Tuesday 15th October 1861

A year later, and while continuing to have command of the *New Prince of Wales*, William Simpson had apparently relinquished his part ownership of the ship for her registered owner from 1862 until 1868 was just "Smee & Co".

In this period, William Simpson became Master from 1863 to 1868 of the newly registered - in June 1863 - 93-ton ketch *Emily* of Maldon - number 45642. The *Emily* was also owned by William Smee and, after his death in 1864, by the shipping company Smee & Co. being run by William Smee's widow, Lucy.

William and his family were still living in Mill Road, Maldon when the 1871 Census was taken on 7th April.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
William Simpson	Head	Married	59	Master Mariner	Maldon, Essex
Eliza Simpson	Wife	Married	50	Master Mariner's Wife	Maldon, Essex
Catherine Simpson	Daughter	Unmarried	22	Mariner's Daughter	Maldon, Essex
Thirza Simpson	Daughter	Unmarried	10	Scholar	Maldon, Essex

1871 Census

Ten years later, the Census of 3rd April shows William Simpson, 69, his wife Eliza, 61, and daughter, Thirza, 20, living in North Street, Maldon. He had retired from the sea and was now a Baker employing one man.

William Simpson died in March 1887, aged 75, his wife Eliza having predeceased him in March 1885. His death was widely reported in county newspapers. William and Eliza Simpson were both buried in the churchyard of St. Mary the Virgin in Maldon.

DEATH OF MR. SIMPSON.—On Tuesday Mr. William Simpson, baker and shipowner, died suddenly at his house in North-street. He had been ill for some time, but his death was so unexpected that he had only the day before intimated his intention to be present at the re-opening of St. Mary's Church, of the Restoration Committee of which he was a member. The venerable "captain" was well known in the borough as a successful mariner and shipowner in times when Maldon shipping meant profit. He was for many years surveyor to the Marine Insurance Association, and at election times was familiar as one of the most energetic Conservatives.

The Essex Herald - Saturday 2nd, Monday 4th and Tuesday 5th April 1887

A NORFOLK CONNECTION

Captain William Henry Simpson

Like his father Master Mariner William Simpson, William Henry Simpson went to sea and records show that his maritime career brought him to North Norfolk.

William Henry Simpson was born on 20th March 1846 and in 1851 the Census shows him, aged 5, living with his mother Eliza, his older brother John, sister Catherine, and baby brother Alfred living in the High Street, Maldon. Ten years later, Eliza and children William, Catherine and Alfred were still in Maldon, now at Mill Road.

William Henry Simpson has not been found on the 1871 Census but parish records for Wells, Norfolk show his marriage at the Parish church on 4th February 1873 to Elizabeth Gay, daughter of Henry Augustus Gay, a Master Mariner of Standard Yard, Wells. William was twenty-six years old, Elizabeth Gay, twenty-four.

Henry Augustus Gay was born in Wells on 20th December 1816 and Board of Trade - Registry of Shipping and Seamen : Registers of Certificates of Service - records show that his maritime career began in March 1835. He had been engaged as an Apprentice, Mate and Master in the Coasting trade for a total of twenty-seven years until December 1862, during which time he had served on six ships, all registered to the Port of Wells.

The 1881 Census taken on 3rd April shows William Henry Simpson, his wife and parents-in-law on board the Maldon registered 193-ton *Statira*, moored in Norfolk, presumably at Wells. The Mercantile Navy List for 1880 shows that the ship's owner was William Simpson, of North Street, Maldon, William Henry Simpson's father.

Name	Condition	Age	Rank, Profession or Occupation	Where Born
Wm. Henry Simpson	Married	35	Master	Maldon, Essex
Henry A. Gay	Married	60	Mate	Wells, Norfolk
Samuel Hempsted	Widower	61	Able Seaman	Maldon, Essex
Arthur Howell	Unmarried	16	Ordinary Seaman	Hull, Yorkshire
Elizabeth Simpson	Married	33	Master's Wife	Wells, Norfolk
Elizabeth Gay	Married	57	Mate's Wife	Wells, Norfolk

1881 Census

William Henry Simpson was still living in Mill Road, Maldon when he submitted his "Master's Claim for Certificate of Service" as a Master of a Home Trade Passenger Ship on 1st March 1884. The document shows that this was his first application and that he had served as Master, Boatswain and Purser on the *Statira* for a total of six years and two months. He had also, during this period, been engaged as Master of the *Emily* of Maldon, the same ship, owned by William Smee, that his father had been Master of.

The 5th April 1891 Census shows William, his wife and father-in-law living in Albermarle Street, Harwich.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
William H. Simpson	Head	Married	45	Mariner	Maldon, Essex
Elizabeth Simpson	Wife	Married	42		Wells, Norfolk
Henry A. Gay	Father-in-Law	Widower	75	Labourer	Wells, Norfolk

Henry Gay died in Essex in December 1893. William Henry Simpson died in Essex in December 1899.

THE SECOND MASTER Captain William Snow

The Master of the *New Prince of Wales* when she went aground off Sheringham on Saturday 24th October 1868 was Captain William Snow.

William Snow was born in Maldon, Essex on 21st October 1814 and baptised on 13th November 1814, the eldest of three sons of William and Rebeccah Snow of Maldon. The only record found shows that his parents were probably William Snow and Rebecca Dowmen who were married on 28th September 1813 at St. Mary the Virgin Church, South Benfleet.

His brother Thomas was born on 1st August 1816 and baptised on 25th August 1816 at St. Mary's Church, Maldon. Baptismal records for St. Mary's Church suggest that William and Rebeccah Snow then had a son, Richard, who was baptised on 6th September 1818 but presumably died as an infant for a second son baptised on 10th September 1820 was also named Richard.

All the three brothers were born and lived in Maldon and the lives of William and Thomas Snow in particular, who both became Master Mariners, were much entwined.

William Snow had evidently gone to sea at a young age, when he was about eleven. Records of Admissions and Discharges for the Dreadnought Seamen's Hospital show that William Snow, aged 16, was admitted to the hospital on 9th November 1830 suffering from fever and was discharged on 4th December. He was a Boy, the term for a minor training to become a Seaman, and had been in the Merchant Service for five years. Prior to his admission, he had sailed from the Port of Maldon on the *George and Henry*.

William Snow was admitted to the hospital a second time on 12th April 1833 and discharged on 26th April. He was 19, an Able Seaman, and had then been in the Merchant Service for fourteen years and, prior to his admission, had sailed from London on the *Thomas and Ann*.

William Snow and Jane Parnwell, also of Maldon, were married at St. Mary the Virgin Church, Maldon on 25th December 1837. A daughter, Jane was born in 1838, a son, William in 1840.

MASTER'S CERTIFICATE OF SERVICE.
(Issued pursuant to the Act 12th and 14th Vict., cap. 93.)
N^o. 5273
Fifty-Two Thousand Seven Hundred and Seventy-Three
William Snow
Born at *Maldon* County of *Essex* in the year *1814*
Has been employed in the Capacities of *Mate & Master* *18* years in the
British Merchant Service in the *Coasting & Foreign* Trades.
Bearer's Signature *W. Snow*
Granted by the REGISTRAR GENERAL OF SEAMEN, LONDON. By order of the BOARD OF TRADE.
W. Bennett Registrar.
Issued at *Maldon* this *25* day of *June* 1851
James Bennett Esq.
* * Any Person Forging, Altering, or Fraudulently using this Certificate, will be subject to a penalty of FIVE POUNDS, or THREE MONTHS' Imprisonment with or without HARD LABOUR; and any other than the Person to whom it belongs to whom it is issued, is required to transmit it forthwith to the REGISTRAR GENERAL OF SEAMEN, LONDON.

William Snow's "Particulars of Service" in support of his application for a Master's Certificate - made on 24th July 1851 when he was thirty-seven years old - shows that he had been a Mate in the Coasting and Foreign Trade from 1833 to 1839.

He had served on three ships: the *John and Ann* of Sunderland; the *Henry and Caroline* of London; and the *George and Henry* of Sunderland.

After his marriage, and in the period from 1839 to 1850, William Snow was Master of the *Honest Miller* of Maldon - number 4618, the *Rogue in Grain* of Maldon - number 18801, and the *Henry* of London (one of many ships of this name registered to the Port), all engaged in the Coasting Trade.

His most recent engagement, from 1846 to 1850, was as Master of the Maldon registered *Peter and Mary* - number 21839 - engaged in the Foreign Trade.

The 1841 Census of 6th June shows William and Jane Snow, their daughter, Jane, and a nephew, William, living in Mill Lane, Maldon. William Snow was the Master of the *Rogue in Grain* at this time.

Name	Age	Rank, Profession or Occupation	Whether Born in same County
William Snow	26	Mariner	Yes
Jane Snow	24		Yes
William Snow	1		Yes
Jane Snow	2		Yes

1841 Census

In 1851, the Census taken on Sunday 30th March shows William Snow's wife and daughter living in the High Street, Maldon; with them were two nephews, William and Thomas, his brother Thomas's two sons.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Jane Snow	Head	Married	32	Mariner's Wife	Essex, Maldon
Jane Snow	Daughter	Unmarried	12		Essex, Maldon
William Snow	Nephew	Unmarried	11	Scholar	Lancashire, Liverpool
Thomas Snow	Nephew	Unmarried	5		Lancashire, Liverpool
Jane Taylor	Visitor	Unmarried	21		Essex, Maldon

1851 Census

The most obvious explanation for William's two nephews being in their uncle's household is that they were visiting their aunt and their cousin. Alternatively, their mother Catherine was buried in January 1859, aged 40, and her early death suggests perhaps that she was either not well and/or, with her husband at sea, was unable to look after her sons. The other possibility is that she and Thomas Snow were living apart.

It seems likely that William Snow was at sea at the time of the 1851 Census and Board of Trade - Registry of Shipping and Seamen : Registers of Certificates of Service - records show that he was Master of the 370-ton *Mountaineer* - number 3477 - recently registered to the Port of Whitby on 30th January 1851.

The same Board of Trade Recorded Service records show that William Snow was Captain of the 175-ton Yarmouth registered *Lusitania* - official number- 953 - in 1852 but there are no entries for him in the years 1853, 1854 and 1855. In 1856 he was Master of the 75-ton *Four Brothers and Four Sisters* of London - number 2703; from 1857 to 1859 he had command of the 155-ton brigantine *Oak* of Aberdeen - number 15791.

THE LARGEST SHIP SEEN AT FULBRIDGE, MALDON

The arrival of the fine new vessel, the *Oak*, of Aberdeen, William Snow, commander, in this port, on Monday, awakened considerable curiosity and innumerable were the spectators at various parts of the river. She was built by the eminent firm, Messrs. Hall, Brothers, of Aberdeen, for the present owner, Mr Johnston, of the same place. From a model by Capt. James Mason, of this town. Being built on the flat-bottomed principle, she was enabled to bring a freight of 260 tons of coal (with a moderate spring tide) for Mr. J. C. Payne, at the time drawing only nine feet water. She is 103 feet in length, 26 feet breadth of beam, 9 feet 6 in depth of hold, and is fitted with two patent keels. She is schooner rigged, and her sailing qualities are excellent. She will partly load at Messrs. Sadd and Sons' wharf with timber, and proceed to the basin for the completion of cargo, when she will sail for Aberdeen. Buying a new vessel, and her first voyage, a large number of the inhabitants visited her, for the purpose of inspecting her various internal arrangements, and aided by an obliging captain were generally pleased with all they witnessed. Her cabins are fitted with every requisite for comfort and utility, whilst the berths for the crew are equally cared for.

The Chelmsford Chronicle - Friday 15th May 1857

William Snow's daughter Jane, 21, was married on 26th September 1859 in Wapping to James Robinson, also born in Maldon, whose occupation was an Office Clerk, subsequently referred to as a Corn Merchant's Clerk; Jane Snow's father's occupation was given as Master Mariner.

After leaving the *Oak*, William Snow took command of the *John Bull* of London – number 2992 – from 1860 to 1863. He was evidently at sea at the time of the Census on 7th April 1861, which shows William’s wife Jane still living in Maldon, now in Wantz Road, together with William’s youngest brother, Richard (Henry).

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Jane Snow	Head	Married	42	Seaman’s Wife	Essex, Maldon
Richard H. Snow	Brother in Law	Unmarried	39	Shoemaker	Essex, Maldon

1861 Census

Also living in Wantz Road, Maldon in 1861 were James Robinson, 23, Jane, 22, and a daughter, Annie, 1.

William Snow, Jane’s brother, was unmarried, a Carpenter and Joiner, and lodging with a Housebuilder and his family in Bow, Tower Hamlets.

In 1864 William Snow was Master of firstly the *William* of Yarmouth – number 18627 – from March to June, and then of the *Two Brothers* of Colchester – number 21814 – from July to December 1864.

No. of Certificate. 52.773	<i>Snow</i>	No. of Reg. Ticket.	C. 2992 John Bull 17-3/11	C. 2992 John Bull 17-3/11	C. 2992 John Bull 17-3/11	C. 18627 William 17-3/11	C. 21814 Two Brothers 17-3/11	C. 18627 William 17-3/11
Born at <i>Maldon</i>	Year <i>1811</i>							
County <i>Essex</i>	Cert ^d as <i>Master</i>							
at <i>Maldon</i>	on <i>5th May</i>	<i>1864</i>						

Board of Trade - Recorded Service Records 1861-1870

There are no entries for William Snow in the Board of Trade - Registry of Shipping and Seamen : Registers of Certificates of Service - records for the years 1865 and 1866. Newspaper reports for that period, however, show that he was in command of the *New Prince of Wales* and was coasting to and from Aberdeen, Boston (Lincolnshire), Bo’ness (Borrowstounness), Goole, Ipswich, London, Maldon, Portland and Shoreham and also sailing between Aberdeen and Fecamp, Aberdeen and Dunkirk, Aberdeen and Wemyss, London and Dunkirk, and Shoreham and Boulogne.

In 1867 William Snow is shown as Master of the *New Prince of Wales* from 1st July to 31st December. No record has been found of him having command of a merchant vessel after the loss of the *New Prince of Wales* in 1868 and the inference is that the ship’s last sailing was also his own final command.

Less than a year after his ship was wrecked, William Snow died in September 1869, aged 55, in Maldon.

The 1871 Census taken on 2nd April shows the widowed Jane Snow still living in Wantz Road, together with her widowed mother. William Snow’s brother Richard Henry, still a shoemaker, still unmarried, was now lodging with a widowed innkeeper at the “Welcome Sailor” inn in Maldon.

Name	Relation to Head of Family	Condition	Age	Rank, Profession or Occupation	Where Born
Jane Snow	Head	Widow	51	Shopkeeper	Essex, Maldon
Mary Parnworth	Mother	Widow	93	Annuitant	Essex, Maldon

1871 Census

William Snow’s son, William, was married to Emma Jane Kyle, the daughter of John Kyle, a Sailmaker of Padstow, on 15th May 1864 at St. Matthew’s Church, Bethnal Green.

At the time of the 1871 Census, William Snow, 31, now a Carpenter and Foreman of Works, was living in Mile End, Tower Hamlets with his wife, 28, two young sons aged 6 and 2 and two daughters aged 4 and 2 months, his widowed mother-in-law, and a widowed lodger.

The 1881 Census of 3rd April shows that the widowed Jane Snow, 62, of "No Occupation, Mariner's Widow" was living alone in London Road, Maldon; subsequently, at some time between 1881 and 1886, she had evidently been taken into the Maldon Union Workhouse.

MALDON PETTY SESSION, AUG. 9
Magistrates present – J.G. Sadd, Esq. (Mayor), the Rev. E.R. Horwood,
and H.T. Eve, Esq.

GUARDIANS v. SNOW – A judgement summons issued by the guardians of the Maldon Union against William Snow, of London, a builder, in respect of arrears of contributions towards the maintenance of his mother, was adjourned for a week, Snow having paid all but 8s. 6d. of the amount and promising the remainder.

The Essex Herald – Monday 17th May 1886

Ten years later, the census shows William, 41, a builder, and Emma Snow, 38, now with four sons and three daughters whose ages ranged from three to sixteen years old. No other children had been born since 1881. The family was living in Cloudesley Square, Barnsbury, Islington but by 1886 had evidently moved the short distance, still within Islington, to Charterhouse Street.

William Snow had paid in 1886 most of the arrears owing to the Maldon Union for his mother's upkeep but he appeared before magistrates a year later, when the case against him was adjourned.

MALDON PETTY SESSION, JUNE 5
Magistrates present – E.A. Fitch Esq. (Mayor), J.G. Sadd,
J. Barritt, and T.E. Bland, Esqrs.

"HARD UP" – William Snow, 67, of Charterhouse-square, London, did not appear to a summons for disobeying an order to contribute 2s. a week to his mother's support. – Mr. Baldwin said defendant earned about £1 a week as a building inspector of the Metropolitan Meat Market. – A letter from defendant stated that he was in very poor circumstances and daily expected to be taken to Holloway Gaol on a committal order from the Bloomsbury County Court. – The bench ordered him to be committed for 14 days.

The Essex County Chronicle – Friday 12th August 1887

The Essex Herald – Tuesday 16th August 1887

William Snow's age in the newspaper report is incorrect; he would have been 47 not 67 years old.

William's promised payment of the arrears evidently did not materialise and a further court appearance and imprisonment ensued in the following year.

MALDON PETTY SESSION, MAY 11
Magistrates present – A.P. Clear, Esq (Mayor), and the Rev. E.R. Horwood

MAINTENANCE OF A MOTHER – Wm, Snow, of Charterhouse-street, London, a builder's foreman, was summoned to contribute to the support of his mother, Jane Snow, who is chargeable to the Maldon Union. – Mr. Baldwin, relieving officer, proved the chargeability. – A letter from the defendant was read stating that he earned 65s. a week, but had twelve children, and offering to pay 2s. a week, the amount the guardians asked. – The bench made an order for the payment of 2s. a week and 9s. 6d. costs.

The Essex Herald – Tuesday 12th June 1888

William Snow's claim to the Maldon Petty Session in 1888 to have twelve children seems to have misrepresented the size of his family for records show that he apparently had seven.

Jane Snow died in the Maldon Union (workhouse) in March 1890 aged 72.

THE MASTER'S BROTHER
Captain Thomas Snow

Thomas Snow was born on 1st August 1816 and baptised on 25th August 1816 at St. Mary's Church, Maldon.

Like his older brother William, Thomas Snow became a mariner. No record has been found of his marriage but the Census taken on 6th June 1841 shows his wife Catherine and sons Daniel and William living in Bridgwater Street, Liverpool. Thomas Snow was probably at sea.

Name	Age	Rank, Profession or Occupation	Whether Born in same County
Catherine Snow	20		No
Daniel Snow	5		No
William Snow	14 ^{mo}		Yes

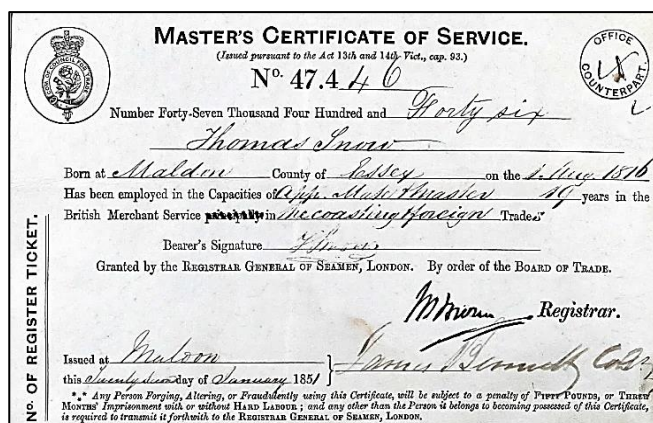
1841 Census

Enumerators for the 1841 Census were instructed that for people aged fifteen and upwards, it was "sufficient to state within what period of five years" their age was, writing down the lowest number for that period. Catherine, recorded as being 20 years old, would actually have been in the 20-25 age range but the ages of Daniel and William would have been their actual ones.

No record has been found of Daniel Snow's baptism but Baptismal records for St. Peter's Church, Liverpool show that a son William Snow was baptised on 23rd March 1840. His parents Thomas and Catherine Snow were then living at Stanhope Street, Toxteth Park, Liverpool.

Baptismal records, again for St. Peter's Church, Liverpool, show the birth and baptism of a second son, Richard, who was born on 3rd April and baptised on 6th June 1842. Thomas and Catherine Snow were then living in Watkinson Street, Toxteth Park.

No further record has been found for Richard Snow and the assumption is that he died as an infant, particularly because another son was given the middle name Richard. Thomas Richard Snow was born on 4th January 1845 and baptised on 10th February 1845, when his parents' address was St. James Street, Liverpool. All the three baptisms - in 1840, 1842 and 1845 - show Thomas Snow as a Master Mariner.



Thomas Snow's "Particulars of Service" in support of his application for a Master's Certificate - made on 16th January 1851 when he was 34 years old, and six months before his brother William's application - shows that his address was then North Street, Maldon.

He had begun his maritime career as an Apprentice in 1832 and had served on eight different vessels registered to the Port of Sunderland, progressing from Seaman to Second Mate to Mate.

Thomas Snow took his first command in 1839. From March 1839 to January 1851, he had been Master of a total of seven vessels - barques, brigs and schooners registered to the ports of Sunderland, Quebec, Holyhead, Liverpool, Newcastle and Maldon - on the Quebec-England, Liverpool-Leghorn and Liverpool-Africa routes, and from November 1850 to January 1851 on coastwise routes.

Thomas Snow also noted in his "Particulars of Service", "Since the year of 1846 I have been acting agent on shore in office for Liverpool merchants and others". Serving on two brigs engaged in the African trade in this period, Thomas Snow described himself as "Master and Supercargo".

The term "Supercargo" refers, in maritime law, to an officer on a merchant ship who has responsibility for superintending the commercial concerns of the voyage. A Supercargo would be employed by the owner of cargo carried on the ship and his duties would include managing the cargo owner's trade, selling the merchandise at the ports to which the vessel is sailing, and buying and receiving goods to be carried on the return voyage.

Thomas Snow's "Master's Certificate of Service", issued on 22nd January 1851 shows that from 15th November 1850 "to the present time" (16th January 1851) he was Master of the Maldon registered brigantine *Mary* - number 18807.

Board of Trade records show that subsequent to his captaincy of the *Mary*, Thomas Snow then had command of the 337-ton brig *Alice* of Hull - number 27569 - in 1851 and 1852 before taking command, from later in 1852 until 1854, of the 249-ton London registered *Rocket* - number 28369. No ship is recorded for the year 1855 but from 1856 until 1859 he was again Master of the *Mary*.

No. of Certificate. 47. 446	No. of Reg. Ticket. 275-69 276-69 277-69 278-69 279-69 280-69	C. 275. 69 C. 276. 69 C. 277. 69 C. 278. 69 C. 279. 69 C. 280. 69	283-69 284-69 285-69 286-69 287-69 288-69	C. 283. 69 C. 284. 69 C. 285. 69 C. 286. 69 C. 287. 69 C. 288. 69	1851 1852 1853 1854 1855 1856 1857 1858 1859	<i>Mary</i> 4 1851 1852 1853 1854 1855 1856 1857 1858 1859	<i>Mary</i> 10207 1851 1852 1853 1854 1855 1856 1857 1858 1859	1851 1852 1853 1854 1855 1856 1857 1858 1859	<i>Mary</i> 10207 1851 1852 1853 1854 1855 1856 1857 1858 1859
Born at <i>Maldon</i> Year <i>1816</i> County <i>Essex</i> Cert ^d as <i>Master</i> at <i>Maldon</i> on <i>22nd Jan^y</i> 1851		<i>Dead.</i> <i>ber. Rec^d</i>							

Board of Trade - Recorded Service 1851-1860

Neither Thomas nor Catherine Snow has been found on the 1851 Census of 30th March. The assumption is that Thomas was at sea and his engagement on the *Mary* had evidently continued for "The Shipping and Mercantile Gazette" of Thursday 20th March 1851 shows that the "*Mary, Snow*" from Shields for Marseille, was one of two ships "put in for refuge" to Portland Roads on 19th March due to "heavy winds, thick rain and every appearance of a rough night".

The year 1859 saw two sad events in the extended Snow family. Catherine Snow, Thomas's wife, was buried, aged 40, on 31st January at St. Mary's Church, Maldon. Her early death supports perhaps the surmise of her possible earlier illness and of being unable to look after her two sons.

Very soon after Catherine Snow's death, "The Chelmsford Chronicle" reported that Thomas himself was suffering ill health sufficient for him to retire from the sea. He had evidently been not only the Master of the *Mary* but also her owner.

Brigantine, the *Mary*
TO BE SOLD BY AUCTION
By Alfred May and Son

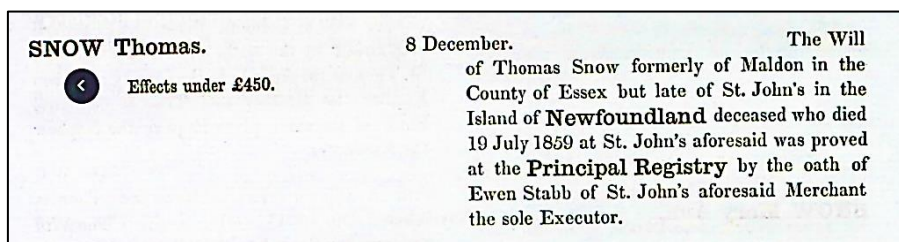
At the King's Head Inn, Maldon, on Thursday, February 17, 1859, at Three o'Clock, by order of Captain Thomas Snow, the proprietor, whose ill state of health obliges him to relinquish his occupation,

THAT well-built fast-sailing BRIGANTINE, the *MARY*, of Maldon, about 100 tons N.M., with all her standing and running rigging and stores, fit for sea immediately. The vessel, which is hard-wood built, has been recently refastened and caulked. She now lies at Handley and Finch's Ways, Hythe, Maldon, and is opened out for inspection. Any person wishing for further examination, may have any others parts opened at his own expense.

Conditions of Sale as usual; 20 per cent. Deposit to be paid at the fall of the hammer, and the remainder within one week from the day of sale, when the vessel will be delivered to the purchaser.

The Chelmsford Chronicle - Friday 28th January 1859

Thomas Snow died later the same year, on 19th July 1859 in St. John's, Newfoundland which was, according to the Probate record, his place of residence. The Executor Ewen Stabb was a Merchant and Shipowner.



Probate Record

The Probate wording suggests that Thomas Snow had settled in Newfoundland soon after his wife's death in January 1859 and in that context "Lloyd's List" of 23rd May 1859 recorded that the "Mary, Snow" had sailed from Newfoundland and arrived at Lisbon on 14th May 1859 and arrived at Newfoundland from Lisbon on 24th June 1859.

A document held in Canadian archives records "The draft Power of Attorney of Ewen Stabb, merchant and executor of will of Thomas Snow, shipowner, (formerly of Maldon), both of St. John, Newfoundland (in Canada), 1859, relating to the vessel called The Mary of Maldon (registered at the port of Maldon, 1851)".

It seems likely that the reason for Thomas Snow choosing to live in Newfoundland after his wife's death was that his middle son William had already settled there, two years earlier, and possibly too his youngest son, Thomas Richard.

The 1921 Census of Newfoundland shows that William Snow had immigrated in 1857, when he was seventeen years old; his occupation was a Cooper, someone who made wooden barrels and casks for transportation of goods. City and Area Directories show William Snow living on South Side, St. John's, "near Dock", in 1865.

The only record found for Thomas Richard Snow, born in 1845, is in the Death Notices of four Newfoundland newspapers which record that Richard Thomas (sic) Snow, aged 24, born circa 1844, died on 15th June 1868 at Conception Bay, Newfoundland and was buried at the Church of England Cemetery. A note to the entries adds, "Deceased was buried from his brother's residence (William) on Southside of St. John's. The No.3 Volunteer Company attended."

In 1921, the Census of Newfoundland shows William Snow, 82, and his wife Rosanna, 75, living in Leslie Street in the West District, St John's. His wife was born in St. John's in April 1846. The couple were still living in the West District at the time of their deaths, Rosanna on 26th November 1924, aged 80, and William on 23rd March 1926, aged 86.

While references have been found to two of Thomas and Catherine's sons, William and Thomas Richard Snow, few references have been found to the couple's eldest son, Daniel.

Records of British Merchant Seaman show two different entries for Daniel Snow. According to the 1841 Census, he was born circa 1836 but his stated ages differ in available records as does his birthplace, given as Maldon in one and as Quebec in another. It is perhaps either coincidental or relevant to Daniel's place of birth that Thomas Snow's "Particulars of Service" show him engaged in the Quebec and England trade in 1839-1840, serving as Mate on the *Olga* of Sunderland and as Master of the barque *Sophia* of Quebec.

Despite the variations, the records available give a picture of Daniel Snow's merchant service in the period from 1853 to 1856. In 1853, Daniel Snow, aged 19, and said to have been born in Quebec, was serving as an Ordinary Seaman when he sailed outwards on the *Brilliant* – number 49 – apparently of Plymouth but whose registration was transferred to Fowey in 1850. His next engagement in 1853, also shown as sailing outward, was on the *Mary*, the same Maldon registered ship that his father had been owner and Master of.

Daniel Snow was still serving as an Ordinary Seaman in 1854 and records show him sailing outward on the *Royal Alice* of London – number 23350. The Crew List for the *Royal Alice* arriving at Sydney, New South Wales on 3rd July 1854 shows him, an Ordinary Seaman, aged 19, and said to be “of Quebec”.

In 1856 Daniel Snow was now an Able Seaman and making homeward sailings on the *Mary* of Maldon and on the 389-ton steamship *George Hawkins* of London – number 25341 – which, according to Appropriation Books, was lost in 1860. No other records of Daniel Snow have been found.

			VOYAGES										Remarks		
			1853		1854		1855		1856		1857				
			Out	Home	Out	Home	Out	Home	Out	Home	Out	Home			
No.	No. of Certificate	No. of Ticket	19												
			<i>Royal Alice</i>		<i>Royal Alice</i>										
			<i>Mary</i>												
Daniel Snow															
Born at			Quebec												

ACKNOWLEDGEMENTS

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- Simon Gresham for his usual patient proof-reading.

REFERENCE SOURCES

- Board of Trade – Records of the Registrar General of Shipping and Seamen
- British Newspaper Archive (The British Library Board)
- CLIP – Crew List Index Project
- Genealogical records – Ancestry, Family Search, The Church of Jesus Christ of Latter Day Saints
- Lloyd’s Register of Ships
- Tyne Built Ships (part of the Shipping and Shipbuilding Research Trust)