Hidden Histories III

Tracing the History of the pilot cutter BARATANCH (NPRN 274159) as the possible identity for the Sully Island Wreck (NPRN 309865)

County: Glamorgan
Community: Sully
Site Name: Sully Island Wreck
NGR: ST1671967080
Date of Survey: June 2010
Survey Level: 1 a and 1b
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Introduction
This document contains the results of research undertaken for one of the topics featured in the BBC Wales/Element Productions Hidden Histories Series III. The topic explored the lives of Bristol Channel pilots and the specialist craft they used in the estuary to reach incoming vessels seeking assistance to navigate into the South Wales ports.

The filming sequence focused on a wreck in the intertidal zone at Sully Island which sources (e.g. Larn and Larn, 2000, Shipwreck Index of the British Isles Volume 5: West Coast and Wales) suggested might be the Port of Cardiff pilot cutter BARATANACH.

Context for the Cardiff Pilotage Service

Pilotage is one of the oldest and probably least well-known professions, and yet it is one of the most important for maritime safety.

A pilot is a mariner who guides ships through dangerous or congested waters, such as harbours or river mouths, whilst the ship’s master remains in legal, overriding command of the vessel.

Pilots were most often drawn from local coastal communities where there was accumulated knowledge of the waters from centuries of fishing or sailing. The pilot would join the crew for the period that the ship would need that additional knowledge and experience before the ship continued on its open ocean voyage.

There is a tradition that James George Ray, master of a barge employed in victualling forts at the mouth of the Avon, was the first ‘official’ Bristol Channel pilot. He was appointed in May 1497 by the mayor and corporation of Bristol for the express purpose of piloting John Cabot’s MATHEW on the first leg of the voyage which eventually led to the discovery of America.

In 1611, the control of pilotage in the Bristol Channel was delegated by the Bristol Corporation to the Society of Merchant Venturers of Bristol. The area covered is likely to have been the most of the Bristol Channel.

Until the end of the 18th century, there were no ‘local’ pilotage authorities regulating fees and monitoring each pilot’s efficiency and knowledge. Swansea being the first ‘local’ port to break from Bristol’s monopoly. The Swansea Harbour Act of 1791 made provision for the Trustees of the port to appoint pilots for the bay and port - the first pilots being Joseph Weighwood and Edward Davies.

In 1798, in order to reinstate its supremacy, the Bristol Corporation constituted a pilotage authority to cover all the ports along the Severn and further west including Cardiff. A few years later, the Town Council of Cardiff began to explore whether or not any of its charters gave it grounds to be able to develop an independent service similar to Swansea’s. A minute of Cardiff Town Council dated 23 June 1806 records a report from the Town Clerk that pilotage control was vested in the Corporation but was not exercised. Four months later, it was reported that a search of the town’s charters had been made and that these gave the Council no control over the five pilots that were regularly serving Cardiff at that time.
The Bristol Channel Pilotage Act of 1807 once again confirmed that the Bristol Corporation was to appoint pilots for ‘the conducting of ships and vessels in and out of the and upon the whole of Bristol Channel, and the several Ports and Harbours and Creeks belonging to and issuing from the same, (that is) all vessels passing up and down the Bristol Channel to and from the eastward of Lundy Island and in or upon the several creeks of the said channels.’ Byelaws for the conduct of pilots were drawn up and published in 1809 and regulations were issued from time to time, notably in 1840 and 1853.

In October 1836, Cardiff Town Council asked Bristol Corporation to allow them to appoint their own pilots but the Council was rebuffed. In March 1840, the Town Council sought parliamentary powers to allow them to appoint their own pilots, but the proposed bill failed.

By October 1860, the number of Cardiff pilots had grown to 40 – nearly as many as employed by Bristol for the whole channel. In 1861, concerted action of behalf of Cardiff, Newport and Gloucester Town Councils succeeded in getting parliament to pass a new Bristol Channel Pilotage Bill, which gave each port the power to appoint their own Boards and pilots.

It is likely that the early boats used by the pilots served as both fishing and pilot boats. But gradually a unique design evolved. Sometimes cutters were built in batches, as at Padstow by R and T Treadwell, which built seven in succession. Other well known builders were Phillips of Cardiff founded in 1861; Davis and Plain founded in 1872; Down founded in 1870; Baker and Hambly founded in 1890. At Penarth, cutters were built by Charles Cooper founded in 1863; the Penarth Yacht Building Company founded in 1890; and A Anderson founded in 1910. Newport builders included John Williams from 1868; William Williams from 1871; Maudie & Corney from 1876; and T Cox. Yards outside the Bristol channel included Slades at Fowey; J Bowden at Porthleven ; Luke at Hamble; J Angear at Looe; Liver and Wilding at Fliethwood; and the Armour Brothers at Fleetwood. The Fleetwood boats were based on the lines of shrimp boats. Many fishing boats and yachts were also converted.

Many maritime writers believe that Bristol Channel pilot cutters were the finest fore and aft rigged small sailing craft of their period. The hull shape and sailing rig was evolved by the intuition and instinct of shipbuilders and the pilot boat crews. The annual inspections of the Pilotage Board provided the opportunity for the cutters to show their paces around a pre-defined course. Various regattas at Bristol Channel ports also included pilot boat races. The POLLY, built by Davis and Plain at Cardiff in 1878 for pilot Tom Williams carried off many trophies. The cutter MARGEURITE launched in 1893 for pilot Frank Trott of Cardiff had a long run of successes at Cardiff regattas in 1895, 1896, 1897, 1905 and in 1907 (this vessel is still extant and sailing – see http://www.classic-sailing.co.uk/voyages/eve-of-st-mawes-pilot-cutter-world-championships-2010).

A Bristol pilot cutter was always referred to as a ‘skiff’, whilst the Welsh boats were called ‘yaws’. The average dimensions of a Bristol Channel pilot cutter in 1900 would have been 40- 50ft in length, with a breadth of 10-11ft and draft of 7 – 10ft. Cotton sails were used for summer and flax in winter. The first letter of the port was written in capitals with the last letter in lower case, accompanied by the pilots own personal number. Regulations stated that the letters were not to be less that 3ft high.
From 1 March 1849, all pilot boats were required to display a large flag from the masthead – the upper half being white and lower half red. At night, the vessel had to show an all-round white light when working and make visible a Kerosene flare signal every 15 minutes. Pilot boats from the different ports had different signal, but that for Cardiff was a long and short exposure of the flare.

The deck of a pilot cutter was free of raised skylights and other obstructions which might impair the handling of the sailing gear and the boarding punt. The punts belonging to the Welsh yawls often had only a single oar and were sculled rather than rowed.

Below deck, near to the main hatch aft, there would have been compartments for stores, wet-weather oils skins, sails and other items of ship’s gear. Moving forward along a passage way from the bases of the hatch ladder, were the doors leading to the main saloon. Along each side ran a settee and above the settee would be the pilot’s berth with sliding doors to prevent the pilot from being pitched out of bed in rough weather. At the end of the salon (towards the bow) would be the range in the bow, would be a fresh water tank, two built in bunks for the crew (the man of the boat and a boy/apprentice), sail racks, and food store.

Piloting was a very risky job, involving boarding a ship from the punt. The usual method was request the master of the ship to be piloted to position his vessel across the seas, making a shelter or lee in from the wind. The yawl would sail under the ship’s lee, out the punt with the pilot and boy/apprentice on board who would row across to the ladder on the ship’s side. The yawl would sail on into the wind again and turn to come back under the lee of the ship again to pick up the punt and the boy/apprentice. Such manoeuvres required a great deal of skill and judgement. If the yawl lost wind, it could drift into the side of the vessel to be damaged and founder.

To each pilot, the performance of his boat was paramount and a constant source of rivalry. The pilots depended on the sailing speed and manoeuvrability of their yawls to beat rival pilots to the ships that would attract the highest pilotage rates. When news was received of an inbound vessel, yawls might race down the estuary to see who would sight the vessel first.

The NMRW contains shipwreck records for 66 sailing pilot cutters, of which 37 were lost following a collision, 6 foundered, 16 were wrecked or stranded, and 6 where no cause of loss is known. These statistics confirm the riskiness of being a small sailing vessel deliberately putting itself in close proximity to much larger ships.

The Minute Books of the Cardiff Pilotage Board contain many references to disputes between pilots where the Board was called upon to be the arbitrator as to who was entitled to the pilotage fee. The Minutes also include annual reports of the number of pilots employed and their status (1st or 2nd Class Channel Pilot or 1st and 2nd Class Port Pilot). Pilots had to demonstrate that they had 5 years experience before they could apply to be examined by the Board. The records for these examinations record physical features such as height, hair and eye colour, as well as whether the candidate passed or failed. The Minute Books also note that a test for colour blindness was introduced into the examination procedure. The Minute Books include instances where a pilot was later found to have exaggerated their time served at sea – as was found to be the case BARANTANCH’s first and second pilot/owners.
A list of Pilot Cutters in Cardiff service on 1 March 1889 includes 73 vessels valued between £550 and £60 and 75 men employed – including the BARATANACH owned by Edward Parry at that time, valued at £250, employing 2 sailors and 1 pilot (all married men).

In 1882, the pilotage paid to the pilots being £36,100 3s 4d being at the rate of £328 3s 10d per pilot. The highest amount being paid to a channel pilot being Thomas Caterson £851 and the lowest being Henry Davies £43 1s 6d. The highest amount paid to a port pilot to John Salt being £402 1s 10d and the lowest to Llewellyn Frances Sea £28 2s 0d. A year later, the amount paid by vessels to Cardiff’s pilots was £40,005 14s 1d, average £350 18s 8d each – the highest amount paid to channel pilot John Russell £1030 10s 4d, the lowest to Henry Davies £71 0s 2d, and the highest amount paid to port pilot W Russell £488 12s 11d and lowest £61 13s 7d.

Pilots may not have reaped a rich living. Earnings had to be divided between three, and the pilot boat had to be maintained. To buy their own boats loans were sought from the Board and shares in the boat were held as a security for the loan.

Changes in the character of trade and the regulation of the pilotage boards in 1880s led to the defining of three particular stations or locations in the estuary where the pilot boats patrolled, rather than having to travel far out into the Atlantic to meet incoming vessels. By way of confirmation that the operated in this way, the highest densities of losses by collision for pilot cutters do indeed centre on these location stations, e.g. off Nash Point.

The costs of acquiring and maintaining fleets of sailing pilot cutters eventually led to a review of the way pilotage systems worked. A Cardiff pilot, David Duggan, is reputed to have pioneered a cooperative system of working. After long deliberations and much opposition from individual pilots, one by one the pilotage services around the Bristol Channel began to move to this system. New and larger steam-powered cutters were purchased and placed on fixed stations in the estuary – e.g. Nash Point, Barry Roads and Cardiff Roads. Pilots worked a rota and all fees were equally divided. Port Talbot was the first to adopt the system in 1908, Cardiff followed in 1913, Barry in 1915, Newport in 1914, Gloucester and Sharpness in 1914, and finally Bristol in 1918.

The immediate effect was the redundancy of the sailing cutters - they were laid up, or put up for sale, with only an exceptional few retained as standby boats. Bristol was the last port to forsake its sailing pilot cutters in favour of a steam in 1922.

**Brief History of Pilot Cutter BARATANACH**

The pilot cutter BARATANACH was associated with three pilot owners during its service life – Thomas Rosser, Edward Parry and William S Williams.

The first reference to Thomas Rosser in the papers of the Cardiff Pilotage Board refers to when he was called before the Cardiff Pilotage Board to answer a charge of ‘being a pilot without a licence’ on 4 April 1862. He was made a 1st class Channel Pilot on 27 April 1862. This being shortly after the Board came into existence, it suggests that he had been working under the old scheme and the ‘charge’ was a mechanism used for bringing the pilots into regularisation. In 1879, Thomas Rosser
ordered a new cutter from William Williams, who had established himself as a boat-builder at Newport in 1871. The vessel was built at St Ives and placed on the Port of Cardiff registry on 24 October 1879.

The references to Thomas Rosser in the Cardiff Pilotage Board Minute Books reveal that he prompted the resolution of several aspects of the way the service worked – for example how the Cardiff pilots worked with Newport pilots and procedures for pilots to utilise overland transport to reach ports where their services were requested.

One 6 March 1883, the Board’s minutes record that a letter from Thomas Rosser was read asking the Board whether or not they considered him entitled to a compensation beyond his ordinary pilotage for services rendered to the ship PRINCE RUPERT in the Penarth Roads on 12 February 1883 during a south-southeasterly force 9 gale. Rosser was praised by the Board for very meritorious way that he had taken his cutter alongside and they thought ‘him justified in the sum of £150 as compensation for the loss of his boat and for extra services rendered’. Transactions on the vessel’s registry reveal that Rosser sold the wreck to George Hart (salvager?). George Hart then passed the wreck to Frederick George Hodge, a shipwright of Penarth, who sold the vessel to BARATANACH’s second pilot owner, Edward Parry, in December 1884.

Edward Parry became a 1st class Channel Pilot on 7 May 1878. His examination noted that he lived at 15 Stuart Street, Cardiff, was aged 29 years, height 5ft 9in, having dark hair and whiskers, grey eyes and dark complexion. Parry had his licence suspended for a period on 5 November 1878 until he procured a boat. It appears that he may also have exaggerated his period of service as he was called before the Board to provide confirmation of the evidence he had submitted. References to Parry in the Board’s minute books are the most frequent of all the pilots. References include several disputes over pilotage; accusations of theft; ignoring low-fee paying vessel’s flying flags for pilots to wait for richer pickings; apprenticing his son rather than accepting the apprentice suggested by the Board; continuing to work as a pilot after having his licence revoked; failing to declare pilotage fees received, etc. In one instance, the Board appears to have taken the BARATANACH in charge and confined the vessel to port for 3 months as a result of one of Parry’s misdemeanours. To purchase the BARATANACH, Parry entered into a loan agreement with members of the Board and one point Parry was threatened with the Board calling in their charge on the cutter. All in all, Parry appears to have been one of the more ‘independent’ characters amongst the Cardiff pilots.

In 1896, Edward Parry passed ownership of the vessel to his wife Mary Maria Parry. Ownership of the cutter was passed to William S Williams, who entered into a mortgage agreement with Mary Parry.

William S Williams passed his examination to become a 2nd Class port pilot on 3 February 1891 and became a 1st class port pilot on 14 March 1893. There are few references to William S Williams in the Minute Books. However, on 6 October 1903, the Board granted permission for Williams, pilot no 33, to work in Pilot Cutter no 90 with R Beer. The BARATANACH having been lost 29 August 1903 in the Cardiff Roads, 0.5miles southeast of the Promenade Pier in a westerly force 7 gale.

On 14 September 1905 ownership of the vessel was passed to James Binding, whose occupation was noted as being a diver. It seems likely he was involved in the salvage of the vessel and took
ownership in lieu of a salvage award. Ownership was passed between other members of the Binding family until George Binding became sole owner. The vessel was finally lost at moorings, in Barry Roads or 100 yards north of Sully Island, on 27 March 1916, whilst reputedly carrying gunpowder.

The Minute Books include references to the widows of both Rosser and Parry requesting annuity to be paid after their husband’s death. On 9 August 1892, the Board resolved that Mrs Rebecca Rosser widow of the later Mr Thomas Rosser pilot be paid an annuity of £14 15s per annum. On 30 December 1909, Mrs Parry widow of the late Edward Parry applied for the full annuity on the grounds that the amount deducted from her had more than covered the amount of her husband’s indebtedness upon his Barry earnings at the time of his death. The clerk reported that this was so. The Board resolved that Mrs Parry be granted the full annuity from this date and that the clerk be authorised to pay her the amount which had been deducted over and above the amount of the indebtedness plus interest.

**BARATANACH’s specifications from its Port of Cardiff Register Entry**

The BARATANACH’s register entry contains key information about dimension and construction which can be used as benchmarks against which to make comparisons with wreck on the foreshore at Sully Island (highlighted in bold below).

Number of decks 1, number of masts 1, rigging cutter, stern square, **build carvel, framework wood.** Length from the forepart of the stem under the bowsprit to the aft side of the head under the sternpost **41ft 5 tenths.** Main **breadth** to outside of plank **13ft 3 tenths.** Depth in hold from tonnage deck to ceiling at midships **6ft 1 tenths.** Tonnage under tonnage deck **15.49.** Gross tonnage, being register tonnage, if a sailing ship **15.49 (43.84 cubic metres).**

**Glamorgan Archive Service Document Reference:**

*Port of Cardiff Shipping Register 1866-1881, folio 307, DRBS1/4*

**The Wreck Site at Sully Island**

Aerial photographs contained within the RCAHMW show a wreck in the intertidal area to the north of Sully Island.

The vessel lies with its keel orientated 135/310 degrees with the bows to the southeast and a slight list to port. The remains consist of the keel, floors and first futtocks of a vessel that has the appearance of a sailing barge (fitted with auxiliary engine) being flat bottomed.

The floors measure 6in (150mm) sided and 7.5in (190mm) moulded. The spacing of the floors is 14in (580mm). The spacing between floor and first futtock is 1.5in (40mm). The hull fastenings are ferrous and concreted. Basic dimensions comprise 60ft 9in (14.5m) from sternpost to the surviving remains of the rising curve of the stempost, and 14ft 9in (4.5m) to the turn of the bilge amidships. The inner stempost or apron has a curved forefoot. The outer stempost is missing, as evidenced by the keel extending beyond the apron. This part of the keel appears to be sheathed in iron (obscured by iron concretion). At the stern, the keel also extends beyond the sternpost to create the lower fixing point for the rudder.
On the southern side (starboard) there are the remains of two length of chains with flattened links, which disappear into the mud (attached to the keel?). On both sides (port and starboard), these chains are spaced approximately a quarter of the way along the vessel (starting from the bow and from stern).

At the bow, concrete has been poured between the rider for additional strength and/or as a measure to prevent and stop’ difficult to get at’ leaks. There is also evidence of concrete having been poured into the spaces between the deadwood/keel and cant frames towards the stern.

On the northern side of the wreck (port side), detail of the planking can be seen - lower strakes appear abutted to each other rather than scarphed and measures approximately 2in/60mm x 5in/120mm. The barge has at least three rubbing strakes fitted to its outer lower hull measuring approximately 2in/50mm thick x 5in/120mm deep.

To the southeast, nearer to the highwater mark on the island, there is a large upright timber imbedded in the foreshore acting as a mooring post. To the northwest, at the base of the beach slope, there are two substantial loose timbers which are most likely to have come from this wreck.

Summary of Results

The wreck on the foreshore is carvel built and has a wooden framework (as stated for BARATANCH), but is some 61ft in length in comparison to BARANTANCH’s stated 41.5ft in length. Hence, the wreck is too large to be that of this pilot cutter.

BARATANCH’s Cardiff registry was closed with a note that the vessel was broken up. It is likely that the vessel’s timbers were re-used or converted to firewood. Hence, there may be no archaeological remains.

Nevertheless, the Sully Island wreck still has great interest as an example of the many wooden vernacular craft that once plied their trade in the South Wales ports, Severn Estuary and Bristol Channel. Amongst the sailing barge types are the well-known Severn Trow and the Devon ketch barge which developed with unique characteristics and sailing capabilities to suit the common cargos and prevailing sea conditions. More detailed survey may reveal features to assist with identification of key features to make a final distinction of type.

Further archive research, particularly local papers, may yet reveal the vessel’s identity and the maritime activities that culminated in the vessel being abandoned at this location.

Further Reading

Chappell, E L, 1939, History of the Port of Cardiff,

Jones, W H, 1922, History of the Port of Swansea, pub W Spurrell & Son, Carmarthen

Stuckley, Peter, 1977, The Sailing Pilots of the Bristol Channel, pub David and Charles, Newton Abbot
Figure 1: General View of Sully Island and Wreck Site

Figure 2: internal framing (floors) viewed from the stern looking forward
Figure 3: Sternpost looking forward
Appendix 1: Extracts from the Cardiff Pilotage Authority Records

These extracts relate to the careers of the Pilots owning the cutter BARATANACH (NPRN 274159). Namely (in ownership order) - Thomas Rosser, Edward Parry, and William S Williams

Glamorgan Record Office Document References: D/D PIL 1/1/1-9 and D/D PIL 1/5/1

(Please Note: some spellings are interpretations of the original handwritten documents)

Cardiff Pilotage Authority Minute Book 1874-1881

D/D PIL 1/1/5

pg 24

2 March 1875

Application from Edward Parry referred to the Examiners to produce full certificates as to service.

Pg 34

6 July 1875

Resolved that the Secretary be requested to send to the Newport Pilotage Board a copy of letter sent to the Board by Thomas Rosser complaining of the conduct of some of the Newport Pilots.

Pg 61

10 February 1876

Edward Parry of 15 Stuart Street Cardiff, aged 29 years, height 5ft 9in, having dark hair and whiskers, grey eyes and dark complexion, examined and passed as a first class port pilot

Examined by Captain Fraser Pengelley and Mr Causland

pg 66

4 April 1876

Letter from Thomas Rosser No 12 respecting pilots taking out vessels to the road and then giving up charge to hobbling pilots to take them down channel. Also as to the size of pilots flags hoisted on aboard vessel they are in charge of.

Resolved that a book containing the numbers and registrations of all pilot boats be kept in the Pilotage Office, the same to show the names and dimensions of each boat with the name or names of each pilot owning or working such boat, the book to be signed by all pilots quarterly.
6 June 1876

Letter from Thomas Rosser pilot date 3 June 1876 respecting that Newport pilots in these waters, he having been fined for taking charge of a steamer HIRONDELL bound from Newport to Cardiff. Mr Ingleston having represented Rosser at Newport, was sent for and had an interview with the Board respecting the same.

Resolved that Messrs Fraser, Pengelley and Causland be appointed as a committee to consider if any alteration or amendment of the byelaws are required.

4 July 1876

Change no223 laid by Thomas Rosser against Thomas Lewis for passing vessel with a flag flying for a pilot; also against William Morgan No 11 for not going to said vessel was heard. The vessel being beyond the westward of Lundy Island, she was considered to be beyond the jurisdiction of the Board.

1 August 1876

A letter from the Board of Trade regarding the licencing of Edward Parry and David Francis was read, the same to be answered as follows:

Cardiff, 1 August 1876

Sir,

I am desired by the Commissioners of the Cardiff Pilotage Board to acknowledge your letter and enclosures of the 10 inst, and to state that the information conveyed to you that Edward Parry was appointed a pilot by the Board, he not being duly qualified. I am requested to state that Edward Parry has compiled with all the conditions required by the Board. As to David Francis, he does not hold a licence under us.

I am your Servant

James Oberly and Sir Henry Fraser.

5 June 1877

The dispute between Parry and Morgan re the steamship WICK arrived was heard. Resolved that the pilot master’s decision be confirmed.
7 August 1877

Thomas Rosser no 12 charged Ivan Jones no 26 with passing a brig with jack flying, the case heard and dismissed.

Pg113

6 Nov 1877

A letter was read from Edward Parry no 15 making a complaint against Jasper Mathews no in respect of the out pilotage of a vessel claimed by Parry.

Ordered that both parties attend the next meeting of the Board.

Pg115

19 Nov 1877

The consideration of the disputed pilotage case Parry versus Mathews was adjourned to the next meeting of the Board.

Pg 117

4 Dec 1877

The disputed pilotage case of Parry versus Mathews. Parry’s letter was read, and his statement, as also the statement of Matthews in reference to the case were made. The board adjourned the further hearing of the case until the next meeting for production of witnesses on Parry’s behalf and in support of his statement.

Pg120

1 Jan 1878

The adjourned disputed pilotage case of Parry versus Matthews was heard by the Board, ordered that Parry should receive the money from Matthews, £1 15s.

Pg141

7 May 1878

The report of the examining officer Capt Fraser, Messrs Causland, Rowland and Pengelley was heard and the following licences were sealed, signed and granted.

....Edward Parry 1st Class Channel Pilot....

Pg142

It was resolved by Capt Pengelly and seconded by Mr W Alexander that the number of pilots for the future would be 120.
75 1st class channel
15 2nd class channel
15 1st class port
15 2nd class port
Total: 120
And that the numbers run in notation from 1 to 120, also that the candidates for examination be selected by the examination committee.

Pg172
5 Nov 1878
The clerk having represented that Edward Parry pilot 16 was without a boat and had not paid for the use of the one he had been working in. It was ordered that Perry’s licence be seized pending until such time as he shall comply with the byelaws to the satisfaction of the Board.

Pg186
4 Feb 1879
The conduct of Edward Parry pilot in not complying with the written request of the Board was enquired into and Parry was reprimanded for his want of courtesy to the Board and was give until the next monthly meeting of the board to bring proof of his having served 5 years in the Cardiff Pilot Boat.

Pg 191
4 March 1879
The adjourned case of pilot Edward Parry was heard and he produced papers pertaining to show that he had served 5 years in the pilot boats.

Pg228
2 March 1880
A letter was read from Mr T Rosser pilot asking if the Board had actioned printing a notice relating to the pilots preceding overland to take charge of vessels, also asking permission to be allowed to go to contact a vessel, the CUBA. The clerk was instructed to consider the wording of the notice referred to, to grant permission to any pilot which may be applied for in the usual manner.

Pg230
4 May 1880
The charge against Edward Parry for making a false report to the clerk was adjourned for further evidence to this day 1 week.

Mr T Rosser made an application to be allowed to bind an apprentice of the age of 19 years, this was declined.

7 Sept 1880

A letter was read from Thomas Borrow, Channel pilot, claiming the outward pilotage of the barque MADELINA RICMERS (?), he having brought her into dock and taken onboard in time to take her out, but Edward Parry, Channel Pilot, came on aboard and claimed the vessel stating that the captain had engaged him. The matter was left for Captain Dill to decide.

A letter was read from Edward Parry, Channel pilot, claiming from Percival, supplementary port pilot the pilotage of the ship ELLE STUART stating that he was not satisfied with the decision of the pilot master. Decided that the matter be left over until the Board meeting that the pilots be requested to be in attendance on the next Board date.

2 Nov 1880

The deferred case of disputed pilotage between Thomas Borrow and Edward Parry was heard. Borrow and Parry were admitted and their evidence taken. Parry in his evidence stating that each time the master of the MADELINE RICKMERS had seen Borrow he was extremely intoxicated for which reason the captain would not take him to his pilot. The case was adjourned until the next meeting of the board when Borrow was directed to bring evidence to refute the charge. The clerk was requested to, in the meantime, to take down the evidence of Mr Tacket, steam tug agent, to whom the alleged the captain of the vessel made the statement.

7 December 1880

Edward Parry was charged by George Roseby of the sloop BURMAN with having passed the vessel when he had a pilot flag flying on Nov 22 1880. The Board after hearing evidence decided that Parry was to blame and reduced him to a first class port pilot for 12 months.

4 January 1881

A charge was laid by the clerk against Edward Parry that he did on the 8 December act as a qualified Pilot while suspended contrary to statute 26. After careful consideration he was found guilty and it was moved by Capt Pengelley, seconded by Mr Alexander that he be dismissed from the service. Carried.
1 March 1881

A memorial was read from Edward Parry praying the Board to reinstate him in his former position of channel pilot. Resolved on the motion of Mr Capper seconded by Mr Christie that the Board reconsider their decision of Parry’s case this day, six months.
2 March 1886:

A letter was read from the master of the SS CAROL complaining that Edward Parry had neglected to deliver up certain goods that he had received from the CAROL and had undertaken to deliver to the Agents. Ordered that a reply be sent stating that this is a matter more for the police that this Board.

A letter was read from Edward Parry claiming the channel pilotage of the COUNTY OF DUMFIRIES which vessel had been piloted by Thomas Rosser. A letter also read from Rosser giving the statement of the case. Both the pilots were then admitted and the matter full gone into again, the Board decided that Rosser was fully entitled to the pilotage.

A letter was read from Z White complaining that Thomas Rosser had boarded the steamer TELLOUS out of a tugboat off Trevose Head on 19 February. Thereby depriving him (White) of the privilege of piloting the vessel, he being at the time cruising about in his cutter. After hearing the statements of the pilots, the Board decide T Rosser should pay to White the sum of £2 12s 6d being the disputed amount of pilotage paid by the vessel, boarded by Rosser and the vessel subsequently piloted by White.

5 October 1886

A letter was read from Edward Parry pilot laying his claim to the outward pilotage of the ship LIMA from the dock to the Roads which vessel had been piloted by John Morgan, number 94, at the same time accusing John Morgan of making use of abusive language towards him on board of the vessel. After hearing the statement of both pilots, the Board decided that Parry was entitled to the pilotage, Morgan was also cautioned to be more careful as to his conduct in future.

7 February 1888

A communication was read from the Board of Trade containing statements made by the master of steamship NICHOLAS VAGHAUS that he had found some difficulty in authority in Ray Road which in charge of Edward Parry, Cardiff pilot. Parry stated that he was not acquainted with the anchorage at Ray Road. Parry admitted but denied having made statements imputed to him and that he had anchored the vessel in proper place to which fact Carey, a Bristol Pilot, would be able to testify. Parry was instructed to obtain a letter from Carey stating that the vessel had been anchored in a proper place.
1 May 1888

The clerk informed the Board that Edward Parry had not complied with the instructions of the Board with regard to obtaining confirmation of the statement in he anchoring of the steamship NICHOLAS VAGHAUS in King Road. The clerk was instructed to summoning him to attend before the Board at the next meeting.

Pg145

5 June 1888

Re Edward Parry v steamship NICHOLAS VAGHAUS, the clerk confirmed (?) that Parry would not be in attendance but had stated that he had failed to get the Bristol pilot to write a letter for him respecting the matter. The clerk was instructed to write to the Bristol pilot on the subject.

Pg 152

7 August 1888

A letter was read from Messrs Downey enclosing documents received by him from the owner of the barque POR ADELAIDE setting forth a very grave charge of theft against Edward Parry, Cardiff Pilot. Order a reply be sent to Messrs Downey thanking him for the perusal of the documents and stating that as the charge was of such a very serious character that Board presumed the owners would criminally prosecute Parry, after which the Board would deal with him.

Pg 166

17 Oct 1888

A letter was read from Messrs Jennison Taylor laying a charge against Edward Parry of careless navigation and strange conduct whist in charge of the steamship BEETHOVEN on the 28 September. Whereby the vessel grounded on the wreck and remained aground for a time. The matter was adjoined to the vessel

Pg167

The following charge laid by Capt Pengellay against Edward Parry was considered. That he had on Sunday 28 October brought up to the pierhead without permission the steamship TRELAWNEY mooring the vessel alongside the jetty and when ordered by the dock master to take the steamer out again, had refused to do so. Permission had been granted to another steamer to come alongside, but the latter was prevented from doing so in consequence of Parry’s behaviour.

Benjamin Jones attended and gave evidence in support of the charge.

Parry when called in admitted to truth of the charge.

After some discussion it was resolved that he be very severely censored for those wilful misdemeanours and that were it not that the matters were lawfully over him his certificate would be suspended.
4 December 1888

A letter from Messrs Jennison Taylor of Sunderland containing a charge against Edward Parry of careless navigation of their steamship BEETHOVEN on the 28 September, whereby she grounded on the Cefn y Wrach remaining there for a tide. The master and chief officer were in attendance and gave evidence in support of the charge.

After careful deliberation the Board decided that the charge was proven and suspended Parry’s licence for 3 months.

The clerk was instructed to take into possession Parry’s pilot cutter upon which the Board held a mortgage and have her placed in the West Dock for safety until such time as the Board may deem fit to give her up to him again.

1 Jan 1889

Edward Parry whose licence was suspended at the last meeting for three months applied to have his licence returned to him after some discussion it was resolved on the matter by Mr Boulanger and seconded by Mr Morel that his licence be not returned to him and that the chairman be requested to give him a severe reprimand and warn him that if he misconduct himself again he will not receive the same clemency.

5 February 1890

A letter was read from the master of the POSEIDON setting forth a dispute between him and E Parry where the amount of pilotage chargeable upon his re-sail. The master, who was in attendance, was informed that in the opinion of the Board he was not overcharged.

3 June 1890

In the case of disputed pilotage between John Dalley and Edward Parry, the outward harbour pilotage of the steamship BILLOW, Parry having refused to give up charge of the vessel to the man whom Dalley had engaged to pilot the ship but undertook to take her out on the same terms that on which the pilot engaged by Dalley was prepared to take her, namely that the pilotage to the Roads should be paid to Dalley. After hearing the statement on both sides, the Board decided that Dalley was entitled to outward pilotage.

The clerk reported that Parry had not compiled with the request to render an account of pilotage received by him other than that which had already passed through the office, in accordance with
Byelaw no 11. Parry was called in and admitted the correctness of the charge. It was resolved that he be called upon to render an account at once, and should he not do so by 12 o’clock on Thursday 2 June, that he be fined £10 pounds in accordance with the byelaws.

Pg287

7 April 1891

Resolved that a notice be sent to Edward Parry calling upon him to pay the balance due upon his mortgage within 6 months from this date failing which the Board will take steps to foreclose the mortgage.

Pg294

5 May 1891

A letter was read from Edward Parry requesting an interview with the Board in reference to his mortgage. An interview having been granted, Parry was instructed to see the Clerk and compare his own account with the books of the Board he being informed that the balance due must be paid in account with the notice given him.

Pg328

8 March 1892

The clerk was instructed to serve notice on Edward Parry calling upon him to pay the balance due upon his mortgage on or before 8 day of April next or default of which the Board will take the necessary proceedings to redeem the mortgage.

Pg331

12 April 1892

Re Edward Parry mortgage

Resolved by Mr Morel and Mr Evans, seconded by Mr Morse, that the clerk be instructed to take necessary legal steps to reduce the payment of the balance due upon the mortgage.

pg336

10 May 1892

The clerk also reported that as Edward Parry had paid £15 off the mortgage and that he had allowed him a little further grace to pay the balance. The Board approved.

Pg346

12 July 1892

The clerk reported that James O’Clare and Edward Parry had not attended the inspection with their pilot boats and that Edward Buckie had not sailed around the course according to instructions. The
clerk was instructed to write stating that the Board was surprised that they had not complied with instructions.

**Pg383**

13 June 1893

The clerk described the circumstances under which Edward Parry had been sent overland to Belfast with the purpose of piloting a steamer of Cardiff, it having subsequently transpired that the vessel was bound to Barry he asked whether in the opinion of the Board he was entitled to another levy for Cardiff. It was resolved that Parry was not entitled to another levy (?) for Cardiff.

**Pg 386**

11 July 1893

In the case of disputed pilotage between Edwin Williams and Edward Parry re the pilotage outwards of PRINCE WALDEMAR. Williams claimed that he was in attendance having been engaged to attend by S Harvey the pilot who had followed her up. Parry discounting that Harvey had not followed her up. After hearing the statements on both sides including the pilot Harvey, the Board decided that Williams was entitled to the pilotage.

**Pg282**

3 Feb 1891

Resolved that the three apprentices first on the list candidate to be examined for 2nd class port licences, viz

William Samuel Williams.

Edward William Thomas

William Henry Woodman

**Pg374**

14 March 1893

Resolved that first class port licences be granted to the following 2nd class port pilots who had served the required 2 years in that capacity

Williams Williams

Edward W Thomas

William Henry Woodman

**Pg349**
9 August 1892

Resolved that Mrs Rebecca Rosser widow of the later Mr Thomas Rosser pilot be paid an annuity of £14 15s per annum payable from the date of her husband’s death subject to the conditions laid down in the annuity regulations.

Pg 431

8 May 1894

In the case of disputed pilotage between Edward Parry and Thomas Williams in the outwards pilotage of the COLUMNBE which vessel Parry alleged Williams had undertaken to take out further. The Board after hearing the statements from both pilots decided that Parry was entitled to the outward pilotage.
8 Sept 1881

On the consideration of the decision by the Board on the 4 January 1881 respecting Edward Parry, it was resolved that Mr Stephens opinion be taken as the whether this Board can reinstate Edward Parry as a pilot without further examination of his qualifications.

4 October 1881

Application was made by Thomas Rosser Pilot on behalf of Edward Harris, apprentice, asking that his name be placed upon the list of candidates eligible for examination. This was allowed.

Resolved upon the motion of Mr Christie seconded by Captain Pengelly that the resolution passed Jan 4 1881respecting Edward Parry be rescinded and that Edward Parry be granted a Port Pilots licence for six months from this date.

3 Jan 1882

A letter was read from Thomas Rosser asking for the Board’s advise in a case where a Trinity licenced coasting pilot had refused to give up change to him off Ilfracombe of the steamship KNIGHT OF ST PATRICK after he had offered his services. Resolved that Mr Cappe and Capt Pengelly be asked to draw up a letter to be sent to the Trinity House drawing attention the tendency of the licences to mislead masters of vessel unacquainted with the distinction – the licences having embodied the words Bristol Channel.

.....Port Pilots may take shelter under Sully Island with an easterly wind during an ebb tide.

4 April 1882

Edward Parry again applied to the Board to be reinstated as a Channel Pilot, the time he was granted a Port Pilot licence having expired. Resolved on the motion of Mr McConnochie seconded by Mr Boulanger that he be reinstated as a channel pilot with a caution as to his future conduct.
4 July 1882

Resolved that the total number of Pilots be 120 and that they be divided as follows 80 channel pilots and 40 port pilots

**Pg 89**

21 June 1883

The number of pilots as of the year was as follows

<table>
<thead>
<tr>
<th>Class</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Class Channel</td>
<td>69</td>
</tr>
<tr>
<td>2nd Class Channel</td>
<td>10</td>
</tr>
<tr>
<td>1st Class Port</td>
<td>21</td>
</tr>
<tr>
<td>2nd Class Port</td>
<td>4</td>
</tr>
</tbody>
</table>

8 supplementary port pilots and 4 masters licenced to pilot their own vessel

Total: 116

15 apprentices were added to the service

The pilot boat belonging to Thomas Catterston was lost. Eight pilot boats were added to the service making a total at this end of year of 66.

**Pg93**

1 August 1882

The following pilots whose boats were not at the pierhead on the day of inspection appeared before the Board and were severely reprimanded for neglecting to carry out the instructions issued and were directed to have their boat in readiness for inspection when called upon- Thomas Rosssr, John Reed, J H Hancock, Thomas Jewell, Edward Parry, John Russell and John Jones.

Ordered that these pilots who had failed to have their boats at the pierhead on the day of inspection be required to have them in readiness on Wednesday August 9

**Pg 96**

27 July 1882

Annual inspection of pilot boats -56 boats inspected, 35 very efficient, 20 deficient in sundry things. Boats absent were 12, 28, 35, 42, 45, 60, and 79.

**Pg103**

3 Oct 1882
A report was read from Thomas Rosser pilot number 12 stating that he had rendered certain services to the Swedish vessel 'Moctkiose' (?) whereby the vessel had got off the shore of Lundy Island and asking the Board’s permission to proceed against the owner for salvage. Resolved that permission be granted him.

Pg 123

6 March 1883

A letter was read from Thomas Rosser pilot asking the Board whether or not they considered him entitled to a compensation beyond his ordinary pilotage for services rendered to the ship PRINCE RUPERT in the Penarth Roads having been agreed between the officer in charge and himself that the Pilotage Board should be the arbitrators. Mr Rosser was admitted and so was Edward Thomas Griffiths of 87 Moses Street, Liverpool, the mate of the PRINCE RUPERT who stated that such was the agreement between himself and the pilot. After careful consideration it was resolved that the Board consider Mr Rosser’s act in going onboard the PRINCE RUPERT in the circumstances in which he did in a very meritorious way and they think him justified in the sum of £150 as compensation for the loss of his boat and for extra services rendered.

Pg 149

5 June 1883

The following charge entered by Capt Pengelley against Edward Parry was to be investigated.

For bringing an Italian barque into Penarth Dock with no signal up for docking and in defiance of the orders of Mr Hooper, deputy dock master.

A written statement by Mr Hooper was read and the evidence for Mr Goady, dock gate man, was heard in support of the charge, the evidence of Parry and of John Evanas and Liver Card, the two boatmen was heard in defence. The Board found Parry faulty of having disobeyed the deputy Dock master’s order and severely reprimanded him accordingly.

Pg 152

Clerk annual report 20 June 1882

The pilotage paid to the pilots being £36,100 3s 4d being at the rate of £328 3s 10d per pilot. The highest amount being paid to a channel pilot being Thomas Caterson £851 and the lowest being Henry Davies £43 1s 6d. The highest amount paid to a port pilot to John Salt being £402 1s 7d and the lowest to Llewellyn Frances Sea £28 2s 0d

Pg 159

7 August 1883

William Dawkins Morgan an apprentice who had undone several transfers since he was apprenticed and is now apprenticed to Edward Parry but does not serve with him was summoned before the Board and reprimanded for his past conduct and cautioned as to his future conduct. When asked
why he was not serving his time with Parry, he stated that Parry declined to employ him. The clerk was ordered to request Parry attend at the next meeting.

Pg162

4 Sept 1883

The case of William Dawkins Morgan apprentice whose case had been laid before the Board at the previous Board meeting was considered. His master Edward Parry was interviewed but there being a difficulty in the way of apprentice serving with Parry was arranged that the present indenture should be cancelled and that he be bound under a new indenture. David Davies pilot who had undertaken to take him on the condition that he remove to the docks to reside.

Pg190

4 March 1884

It being reported to the Board that Edward Parry had not made a necessary report of a casualty to the SS PONTYPRIDD whilst under his charge, the clerk was ordered to require Parry to attend before the Board at their next meeting.

Pg194

1 April 1884

Edward Parry appeared in answer to a summons to explain why he had not made a report in accordance with Byelaw 21 of a casualty which had occurred to the steamship PONTYPRIDD while under his charge. Parry failed to give a satisfactory explanation and the Board ordered him to pay a fine of £2.

Pg196

6 May 1884

Edward Parry applied for a loan of £140 to enable him to purchase a Pilot Boat resolved that his application be declined.

A letter was read from William Beer informing the Board that Edward Parry had not complied with the wish of the Board that he (Parry) should transfer his own son to some other pilot. Mr Bell was advised to see the Superintendant of the Mercantile Marine upon the matter.

Pg 201

3 June 1884

Edward Parry applied for the loan of £120 as mortgage upon a pilot boat valued at £180. Resolved that the sum of £100 be advanced him on the usual terms provided that Mr Neal and Capt Jones are satisfied that the boat is of the value stated.

Pg205
Clerk Annual Report

10,635 boat brought in 63 per cent in charge of Cardiff licenced pilot, £42,037 8s paid in pilotage
Amount paid to pilots £40,005 14s 1d, average £350 18s 8d each. Highest paid to channel pilot John Russell £1030 10s 4d, lowest to Henry Davies £71 0s 2d. Highest to port pilot W Russell £488.12d 11d and lowest £61 13s 7d. Two pilots boats belonging to Thomas Rosser and Giles Rowels were lost. Three sold, three new boats add to service. Total: 65 boats.

Pg216

2 Sept 1884

A letter was read from Capt Wilson of the barque HORSO asking that he be allowed to have Edward Parry to pilot his vessel in place of Walter Leyshon who had piloted the vessel in. Resolved that a reply be immediately sent stating that in accordance with the Byelaws of the Board, Leyshon was entitled to take the vessel out and that the Board could not allow Parry to supersede him.

Pg 246

3 March 1885

Report of casualties....

Edward Parry, no 65, and Edward Davies, no 79, re collision between EUROPE and steamship PORT OF ALLICANT, 19 Feb 1885.

Pg270

4 August 1885

A letter was read from Edward Parry laying before the Board a dispute between himself and John Morgan pilot with respect of the Roads pilotage of the ship HEUPIER (?), the Board after hearing an explanation of the case from the clerk decided that Morgan was entitled to the Roads pilotage.

1 Sept 1185

Thomas Rosser re collision between steamship TAVERYOUN (?) and an anchored dredger 28 August 1885

6 Oct 1885

A letter was received from Thomas Rosser asking the Board’s permission to work during the middle months without his pilot cutter. Resolved that permission be granted him.

1 December 1885

In a case of disputed pilotage between Edward Parry and John Aubrey respecting the inward pilotage of the barque EIKUNDASUND which vessel Parry had spoken to and had followed up, it was resolved after hearing statement of both pilots that Parry was entitled to the pilotage.
In a case of disputed pilotage between Richard Mathews and Edward Parry respecting the channel pilotage of the ship HORSA which vessel had been in and out of dock by Mathew s which was afterwards succeeded by Parry at the request of the Captain, the Board after hearing the statements of both pilots decided that the channel pilotage should be divided between them.
Parry versus Thomas in the outward pilotage of the ship KIUPPORT which vessel Parry had followed up bound to Cardiff Roads for orders. The vessel having received her orders for Gloucester, Parry went to sea and left Frank Dennane to look after the vessel in case the orders were changed. Thomas contended that the vessel having been ordered to Gloucester and Parry having got to sea on hearing, that he was not entitled to claim when the destination of the vessel was altered. Decided in favour of Parry.

A letter was read from Messrs Lindsay Frauntward (?) requesting the Board to hold an inquiry into the grounding of the steamship GLANMORVEN on Cefyn y Wrach Shoal on the 12 January when under the charge of Edward Parry.

The pilot upon having been read, he confirmed the statement made that he vessel went ashore owing to his having to avoid running down the steamer EUROPEA which was lying across the entrance channel waiting to go out Penarth Dock, no signal being up for docking. Edward Davies the pilot of the EUROPE attended and denied that he was across the entrance channel, he denied Parry but that his vessel was over on the west mud but contended that if he had been Parry with a tug ahead he could have stopped the vessel avoiding going ashore.

This statement was confirmed by John Thomas pilot of the HEARHFOEDL who was close alongside the EUROPEA at the time. After careful consideration of all the evidence the Board found Pavey guilty of gross negligence as to not stopping his vessel going ashore. It was resolved that he be severely reprimanded and warned that if found guilty of similar offence his licence would be dealt with.

Permission was given to W S Williams, no 33, to work in Pilot Cutter no 90 with R Beer.
30 December 1909

Mrs Parry widow of the late Edward Parry applied for the full annuity on the grounds that the amount deducted from her had more than covered the amount of her husband’s indebtedness upon his Barry earnings at the time of his death. The clerk reported that this was so. Resolved that Mrs Parry be granted the full annuity from this date that the clerk be authorised to pay her the amount which had been deducted over and above the amount of the indebtedness plus interest.

Pg 295

In the case of disputed pilotage between WS Williams and John H Moore in the pilotage of his skiff Jack in which Williams claimed on the grounds that he had spoken to the vessel first and had followed her up. Moore disputed his right on the grounds that he had not given his number to the vessel in accordance with the byelaw. This Williams admitted. The Board after careful consideration of the statements on both sides awarded the pilotage to Moore.

Pg 323

5 December 1909

The following reports of casualties were read...

W S Williams, No 33, re collision between the steamship FATUGALLA and ALTAUAR (?) at dock (?) pier on 24 Dec (?).
Cardiff Pilotage Authority Personnel Records

D/D PIL 1/5/1

Thomas Rosser first appears as channel pilot 27 April 1862

Edward Parry 21 Feb 1876 - became 1st class channel Pilot 7 May 1878

Misdemeanours:

7 April 1863 - Thomas Rosser summoned to a charge of pilot without a licence

5 November 1878 - Edward Parry licence suspended until he procures a boat