

# Oscar Scholdberg's Voyage Records: 1867-1875

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Voyages of particular interest are noted in *red*.

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## Introduction

Knut Oscar Schöldberg is an ancestor of many in our extended Jordan family. Details of his offspring can be found in both *The Jordan Story* and at [Our Jordan Family Web Pages](#). Our Knut Oscar Schöldberg was born 13 Jan 1837 in Jämshög, Blekinge, Sweden. It was known from family recollections and confirmed by records in England that Knut Oscar Scholdberg was a merchant seaman. In fact, a Swedish record from his home area indicates he went to sea in late 1852 at age 15.

Knut Oscar Scholdberg married Elizabeth Priscilla Holloway Steward of Poplar on 24 May 1867 at St. Mary's Stratford Bow, in Middlesex County, England shortly after he returned from an 18 month voyage to China.

This document, named *Oscar Scholdberg's Voyage Records: 1867-1875* contains transcriptions of the voyage records for 30 voyages Knut Oscar Scholdberg made after his marriage in May 1867.

A similar document, named *Oscar Scholdberg's Voyage Records: 1858-1867* contains transcriptions of voyage records for nine voyages Knut Oscar Scholdberg before his marriage in May 1867 is under construction and will be made available in a future year.

In addition, a companion document, named *Oscar Scholdberg's Voyages Chronology: 1867-1875*, used the detailed records *Oscar Scholdberg's Voyage Records: 1867-1875* to create a ship-by-ship chronology of when and where he was, along with what position he held, what he was paid, and what happened to him along the way. In some sense, it represents a diary of his life for that period.

In order to help preserve our Jordan family history and to make that history more widely available, [Our Jordan Family Web Pages](#) was created in the early years of the 21st century.

While quite successful in its goals, it became clear with the passage of time, that a web site with many hundreds of pages was not easy to print or to download. Thus in the later part of the first decade of the 21st century, I began to compile various categories of information such as *Jordan Family Address Lists*, *Jordan Family Census Records*, *Jordan Genealogy Source Records*, *Oscar Scholdberg's Voyages*, *Recollections of the Jordans and the Jordan Stories* into pdf documents.

Such pdf files will make it easier to download files for preservation on our many computers and they will also allow much easier printing of pages and for studied analysis as desired. As part of this effort, a [Jordan PDF Downloads](#) web page was created. From this page, all currently available pdf's from [Our Jordan Family Web Pages](#) can be accessed.

You are encouraged to download the various Jordan, Scholdberg, and Steward pdf files, not only for your own study but to also help preserve for future generations hard to obtain data and information about our common Jordan, Scholdberg and Steward origins and history. Files are updated every once in a while, and checking about once a year is a

reasonable frequency. Version dates are shown at the beginning of each documents [Table of Contents](#).

## File Information

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Author: Dave Jordan

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## Contact

If you wish to comment, add information or just say hello, please contact [Dave Jordan](mailto:djgenealogy@me.com) at [djgenealogy@me.com](mailto:djgenealogy@me.com).

## What's New

Going forward it is intended to briefly describe what major items were added since the last version of this document.

1. 11/1/2017: 11/1/2017: Miscellaneous format updates. and updated information for the *Aquila of London*.
2. 6/4/2015: Added the transcribed voyage records for ten West of Liverpool, one Mazeppa of London, one Aquila of London, one Fenella of London, and two Alexandra of London voyages to this document. With these adds, all voyages after Knut Oscar Scholdberg's 25 May 1867 marriage are included in this document. In addition, the Oscar Scholdberg Voyage Records Overview was added to provide a synopsis of all voyages in this document.
3. 12/8/2012: Primarily formatting changes and fixes of a few typo's along with some reorganization.
4. 1/3/2012: Primarily formatting changes and fixes of a few typo's.

## File Connections

As follows are other files that connect with *Oscar Scholdberg's Voyage Records*. All are available at [Jordan PDF Downloads](#) as individual pdf documents with titles and file names as listed below.

1. *The Jordan Story*  
File: Stories\_Jordan.pdf  
Summary: The Jordan Story provides a written history of the origins of our Jordan family. As part of this story there are many appendices and sections.
2. *Recollections of the Jordans*  
File: Recollections\_Jordan.pdf  
Summary: Recollections of the Jordans provides a collection of short anecdotes and memories of our Jordan family.
3. *Oscar Scholdberg's Voyage Records: 1867-1875*  
File: Voyages\_Scholdberg\_Records\_1867-1875.pdf  
Summary: The Oscar Scholdberg's Voyage Records file contains transcriptions of the ship records for Oscar Scholdberg's voyages after his marriage in May 1867. Such records include Ship Logs, Crew Lists, Crew Agreements, Consulate Certificates, and Release Agreements.
4. *Oscar Scholdberg's Voyages Chronology: 1867-1875*  
File: Voyages\_Scholdberg\_Chronology\_1867-1875.pdf  
Summary: The Oscar Scholdberg's Voyage Chronology file extracts information from Oscar Scholdberg's Voyage Records to construct a time-line of where Oscar was and what he was doing at various points in time.

## Oscar Scholdberg's Voyage Records Overview

### Introduction

This document contains transcriptions for 30 voyages Knut Oscar Scholdberg made after his marriage. Knut Oscar Scholdberg married Elizabeth Priscilla Holloway Steward of Poplar on 24 May 1867 at St. Mary's Stratford Bow, in Middlesex County, England shortly after he returned from an 18 month voyage to China. It is planned to add his pre-marriage voyage records sometime in the future.

After the long voyage and payment for 18 months as sea, Knut Oscar Scholdberg, who generally went by the name Oscar, married and then stayed in Poplar with his quickly pregnant wife. Most likely he worked in seaman related activities on land, such as making sails. However by December 1867, perhaps because of a need for better pay, he went back to sea. Over the next 8 years he crewed on 30 voyages. These voyages though were different in two respects from his before marriage voyages. First, they were shorter, generally 6 weeks to 6 months instead of over a year and most were to relatively nearby ports in Europe or North Africa. The other change was they were on the most modern ships of the day, iron hulled steamships with auxiliary sails, some just a few years old. This contrasted with the wooden sailing ships he voyaged to China and India on in the early and mid-1860s.

From a key family letter, it was learned that Oscar died at Alexandria, Egypt, though it was not known when. In 1998, a search of the *Deceased Seaman's Records* led to Oscar Scholdberg's date of death and his the name of his last ship. It was the *West of London* and the voyage began on 1 October 1875 in London on the Thames and returned to London 13 December, unfortunately without our Oscar Scholdberg. He had died while in port at Alexandria on 15 November 1875.

Fortunately, the Merchant Seaman records from that era have been preserved and are located in various repositories. Of value is that on each Crew Agreement, the seaman's previous ship name and the date or year of discharge is recorded. This information allows one to work backward in time ship-by-ship. Thus since the *Deceased Seaman's Records* provided the name of Oscar's last ship, the *West of Liverpool* and return date to London of 13 December 1875, it was possible to obtain the records for this voyage.

One of the last entries in the Table of Contents: *West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875* references the page number for these transcribed records. On the Crew Agreement, Oscar Scholdberg's previous ship was also on the *West of London* and it also took place in 1875. The records for the previous voyage of the *West of London* were also obtained and these also indicated Oscar's previous ship. In this manner, one can work backwards in time to identify his ships, the voyage dates, the voyage destinations, and what happened along the way. To date, voyage records from 1875 back to 1862 have been obtained.

Because it is easier to follow, his voyage records in the Table of Contents are organized going forward in time, beginning in December 1867 with the *Alexandra of London*, his first voyage after his marriage the previous May. Records available include Crew Agreements, Official Logs, and British Consul Certificates, though not all are available for all voyages.

The transcribed records for his 30 voyages run almost 300 pages, and they mostly tend to be raw data, such as names of the crew, ages, previous ships, crew position, where they went, and occasionally an unusual event such as a collision. Thus, it was felt useful to provide an overview and interpretation of the voyage events. This Overview, organized by ship follows and will likely satisfy the interests of most. But if further information is desired, the Table of Contents references the page number of the various voyage transcriptions.

Knut Oscar Scholdberg's voyage during the 8 year period from 1867 to 1875 included ports in England, Scotland, Europe, North Africa, and America. Over this span of years, his seaman duties at various times were: Able Bodied Seaman, 2nd Master, Boatswain, Steward, and Donkey Engine Driver. Upon return to England, there was no obligation to return to the originating port. Thus Oscar's voyages terminated at times not only in London ports close to home but also at South Shields upon the Tyne and at Liverpool.

When docked at one of the ports in London, Oscar was generally within a few miles walk home, not a great distance for a man probably in great physical shape. Transportation between his home in Poplar and South Shields or Liverpool must have been by rail and communication by telegraph as needed both of which were well developed by the 1870s. A careful review of the records show he was almost continuously employed at sea during these years, missing only an 8 month gap between August 1874 and May 1875, a period for which perhaps he was actually employed but the records were not found. In fact, many times he was only free for a few days or a week between voyages.

Many of the Ship's Official Logs provide fascinating details of collisions, rescues, injuries, sickness and deaths. Voyages indicated in red in the Table of Contents are of particular interest.

In regard to the Scholdberg name in the records, Swedish records indicated there are two dots over the "o" and thus the Schöldberg name is written as shown. However, in England and aboard ships he used Scholdberg consistently. Thus the transcriptions that follow use the spelling Scholdberg which is what he wrote. Of some interest though, previous generations of Schöldberg used the spelling Sköldberg.

The dates shown in the above Table of Contents are for the voyage commencement and termination. In general Oscar Scholdberg was present for the entire voyages, but there are a few where he joined at an intermediate port or discharged early.

The original voyage records for Knut Oscar Scholdberg's voyages are located in several repositories. Key sources include:



1. The Memorial University of Newfoundland, St. John's, NF, Canada
2. The National Maritime Museum, Greenwich, England
3. The National Archives, Kew, England.
4. The National Archives of Ireland, Dublin, Ireland

Wages in the transcriptions are shown as pounds, shilling, and pence. In the nomenclature used, 5.4.3 represents 5 pounds, 4 shillings and 3 pence. This was a shorthand way of expressing the pay in an abbreviated space.

## Scholdberg's Voyages on the *Alexandra of London*

Knut Oscar Scholdberg crewed on two *Alexandra of London* voyages from 20 December 1867 to 8 June 1868.

These voyages are:

1. [Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868](#)
2. [Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868](#)

The *Alexandra of London* was built and registered at London in 1867. She is believed to be a screw schooner, the screw being the shaft from the engine and schooner, a type of sailing ship with two or more masts with the foremast smaller than the mainmast. The sails were used if there was adequate wind. She was 552 Tons and 150 Horse Power. Her dimensions have not yet been found by the author.

Thus this ship like most others to follow were very new at the time Oscar was aboard and were part of the rapid transition from sail to steam. These ships needed access to coal for their boilers and thus were most likely to be used on voyages in and around Europe rather than to Asia at that time.

The 20 December 1867 voyage was London to Genoa to Leghorn to Naples to Messina, Sicily to Palermo, Sicily to Marsala, Sicily and back to London. While the 5 March 1867 voyage was London to Cardiff to Taganrog, Russia to Rotterdam Netherlands to South Shields.

From the 20 December 1867 Crew Agreement, there is a statement that the ship could call on any Coal Port in England. While few of Oscar's 30 voyages in the document indicate their cargo, it was learned that typically UK ships carried coal from England to various ports around the Mediterranean. They would then bring other raw materials back.

For both of the *Alexandra of London* voyages Oscar signed on as an Able Bodied Seaman (ABS) at the wage of 3.7.6 per month. He was advanced 1.14.0. At times, Oscar would take an advance but not always. Presumably he would provide the advance to his wife Elizabeth for expenses in his absence. Though how that transaction was made isn't always clear but in the first voyage, he joined 20 December but didn't need to be on-board until 7 am on the 21st of December. Thus he could have spent the night at home.

The 20 December 1867 voyage on the *Alexandra of London* was Oscar Scholdberg's first in 9 months. His previous voyage on the *Sir W.F. Williams of London* ended 20 March 1867 after a year and a half round trip to China. But in the interim, he married Elizabeth Priscilla Holloway Steward on 24 May 1867 and shortly thereafter a child was on its way. While he probably worked on shore, he was likely enjoying the domestic life with his young wife after long years at sea. The voyage to China provided him with a substantial end of voyage payment, but after months of paying rent, purchasing food and with a child on its way, he probably felt it was time to return to his regular profession.

The first voyage on the *Alexandra of London* was pretty uneventful. But given the time of year, it was certainly a nice way back to work weatherize as they traveled to Genoa, Naples and Sicily. The only item of some interest on the voyage was that the Consul in Palermo, Sicily put on board three shipwrecked seamen for return to England.

Upon return to London on 19 February 1868, Oscar would find that he was the father of a baby boy born the day before on 18 February. He was named Joseph Canute Oscar Scholdberg, later known as James Oscar Jordan. Oscar had a birthday also on 13 January and he turned 31 and within a few weeks on 27 February his wife, Elizabeth Priscilla turned 21.

Oscar's second voyage on the *Alexandra of London* commenced a few weeks later on 5 March 1868. Things got off to a bad start for the crew on this voyage as they were all to be on-board the following day and none showed up. The Master then fined the crew 3 shillings and 9 pence each as he had to employ others to make the ship ready. It might be of interest to review the Official Log on this item as it also mentions some of the activities in getting the ship into the Thames. Also of interest is that unlike most Crew Agreements where not only a date, but also a time is noted to be on-board there was no time shown on this Crew Agreement. So perhaps the crew didn't know the time, or perhaps they were all together have one last good time at the pub.

This 2nd voyage was one very long trip. First to Cardiff, probably to pickup raw materials, then around 3000 miles to Taganrog, which is located on the north shore of Taganrog Bay (Sea of Azov) which is to the north of the Black Sea. To reach Taganrog, the ship and our Oscar Scholdberg would have traveled through the Straits of Gibraltar, past Sicily, past Athens and the Aegean Sea, past Istanbul and through the Bosphorus Strait, across most of the Black Sea, past Crimea and finally across the Sea of Azov to Taganrog which is at the northwest corner. By land it is over 2000 miles but probably about 3000 miles by sea. Upon the return, there was a quick stop in Rotterdam on 4 June and the final docking and discharge in South Shields on 8 June 1868.

Oscar was now in South Shields instead of London and he decided to proceed home. And perhaps given the docking of pay, our Oscar may have decided it was time to move on from the *Alexandra of London* anyway. The most logical way back to London at the time was by rail a distance of almost 300 miles. Perhaps he telegraphed Elizabeth first on his decision.

Oscar was now home for a few weeks and on 21 June 1868, their son Joseph Canute Oscar Scholdberg was christened at All Saints Poplar.

### **Scholdberg's Voyages on the Cella of Waterford**

Knut Oscar Scholdberg crewed on ten *Cella of Waterford* voyages from 27 June 1868 to 17 March 1870. It is possible though that there were additional 1870 voyages, but the records for these have not yet been requested. See the *Possible Additional Voyage Research* Chapter and the end of this document.

These voyages are:

1. [Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868](#)
2. [Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868](#)
3. [Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868](#)  
Oscar joins as a 2nd Master
4. [Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869](#)  
On 26 January 1869, Oscar Scholdberg was left in New York since he was ill with small pox and thus missed the return to London.
5. [Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869](#)  
Oscar Scholdberg did not join the *Cella of Waterford* in New York as crew for the return to London. It is possible he was a passenger but more likely he was returned to London by order of the British Consul in New York on another ship as a distressed seaman, a service provided by the consul offices.
6. [Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869](#)  
Oscar Scholdberg rejoins the *Cella of Waterford* as Crew in London.
7. [Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869](#)
8. [Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869](#)
9. [Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869](#)
10. [Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870](#)
11. [Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870](#)

The *Cella of Waterford* was built at the Neptune Iron Shipyard, Ireland and registered at Waterford, Ireland in 1862 and was the largest ship built at the time in Ireland. She was a combined four masted sail and steamship with iron hull, one funnel, single screw, and a speed of 10 knots. She was 2058 Gross Tons and 300 Horse Power and her dimensions in feet were 297.4 x 34.4 feet. "There was accommodation for 16-1st, 50-2nd and 500-3rd class passengers."

The *Cella of Waterford* was one of a number of ships on the *London and New York Steam Ship Line* which was "principally owned by the

Malcolmson Brothers of Waterford, Ireland" and was "the first company to operate a service of first class screw steamers between London and New York<sup>1</sup>".

"Built by Neptune Iron Works, Waterford (engines by Smith & Rodger, Glasgow), she was launched for the British owned London & New York Steamship Line in 1863. Her maiden voyage started on 8th Jul.1863 when she sailed from Liverpool for Queenstown (Cobh) and New York. On 1st Sep.1863 she started her first London - Havre - New York voyage and started her last sailing on this service on 5th Dec.1869<sup>2</sup>. Sold to the Hughes Line of Liverpool in 1870 and used on the Liverpool - Suez - Bombay route."

A few weeks after his discharge from the *Alexandra of London* on 8 June 1868, Oscar chose a passenger instead of a cargo ship. This choice was quite different than his previous voyages which had been open ended with no regular schedule and indeterminate times of return until the Owner or Master decided it was time to return.

Crewing on the *Cella of Waterford* offered regular trips between London and New York with port calls in Harve, and/or Queenstown. And while not on a precise schedule, the *Cella of Waterford* was usually docked for a week or two in London while advertising the next passage to New York. Sailing across the Atlantic were usually about 20 days and thus a typical round trip voyage was about a month and a half. There was usually a week in New York waiting for the next sail which most likely afforded some shore leave with crew-mates to enjoy the city. It certainly made a lot of sense for his young family situation. Once started, he knew he could crew on the next voyage and thus have regular work. And he could count on being home in about a month and a half and then be at home with his wife, child and friends for a week or so.

For his first voyage on the *Cella of Waterford*, using the name Knut Scholdberg, he joined on 25 June 1868 as an Able Bodied Seaman with wages of 4.0.0 per calendar month. He was to be on-board 27 June 1868 at 7 am and he was advanced 2 pounds. Thus a bit higher wage than on the *Alexandra of London* and a larger advance for his wife to manage the household. The ship arrived in Havre France on the 30th to discharge and pick-up passengers and then sailed to New York arriving 17 July. They left New York a week later on 24 July and arrived back in London on 11 August 1868, a voyage of a little over a month and a half.

The next voyage began 11 days later on 22 August 1868 and followed the same pattern. Then on the 3rd voyage, which began 17 October 1868, Oscar joined as a one of three 2nd Masters with his wages increase

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<sup>1</sup> With thanks to the website, *The Ships List* for their entry on the *London & New York SS Line* which is quoted above.

<sup>2</sup> Oscar Scholdberg crewed on her on a voyage to New York 29 January to 17 March 1870. Perhaps this was with the new company and before the Bombay route.

slightly to 4.1.0 per calendar month. Probably there were three Masters for round the clock coverage. It appears a bit unusual to be a 2nd Master and on other voyages the position might be called a 2nd Mate. But certainly, Oscar had impressed the Master, Benj. Gleadell after just two voyages. The position is most likely one of an interface between the Master and the crew in carrying out commands, but also still executing any actions with the crew. One could also conclude that Oscar had certainly mastered the English language enough from his native Swedish to be able to interface between the Master and the crew.

Oscar's 4th voyage, which began 12 December 1868 was quite eventful and reference to the Official Log provides additional information. First, a man fell into the dock and was drowned before they left Victoria Docks. Then during passage one of the 2nd mates died on 4 January 1869 and was buried at sea. The Official Log provides an interesting list of the 2nd mates clothing and possessions, which would probably be similar to items that Oscar would have had for a cold wet outdoor January crossing of the North Atlantic. The *Cella of Waterford* arrived in New York on 16 January, but on the 26th of January when she was ready to leave Oscar and two others were discharged to the Hospital having contracted small pox.

Their wages were left with the British Consulate as presumably they would have expenses at the Hospital and for lodging and meals afterwards. Their clothing was left with the booking agents for the ship. Oscar appears to have had 2 bags, 1 carpet bag and his own bedding. It is unknown if Oscar Scholdberg was sent to the Smallpox Hospital on Blackwell's Island, today's Roosevelt Island in the East River. Perhaps records still exist. The ruins lie on the southern end of the island.

How he returned to London is unknown as he is not listed with crew on the next return voyage of the *Cella of Waterford* from New York to London. It is possible he was a passenger but more likely he was returned to London by order of the British Consul in New York on another ship as a distressed seaman, a service provided by the consul offices and usually recorded in the Official Log. He was not entered into the *Cella of Waterford's Log* so probably he returned on another ship.

The event provides interesting insights into the times and ship procedures and opens up thoughts about: the anxiety of his wife when he did not return, how he fared while recovering, and what he and his shipmates did after recovery in the hospital. Most likely, upon the return of the *Cella of Waterford* on 10 February 1869 without Oscar some fellow crew-mates probably explained the situation to his wife Elizabeth, but she had no idea whether he was dead or alive or when he would return if he survived as small pox had a high mortality rate and led to a high incidence of blindness. Meanwhile, Elizabeth was pregnant with their 2nd child who was born 27 March 1870 and named Mary Elizabeth. Of additional concern was the loss of pay. The pay process was very precise. He was paid up to his discharge 26 January and was not paid again until he was able to work again which was in April.

Oscar did return to London and joined the *Cella of Waterford* for her 10 April 1869 voyage his fifth with her. Oscar is listed this time in the Crew Agreement as an Able Bodied Seaman, a step down from 2d Master. His wages were 4.0.0 per calendar month. Most likely, the 2nd Master position had been filled in his absence. Of some curiosity is that his last ship is shown in the Crew Agreement as the *Cella of Waterford's* with a discharge of 5 April 1869 though he is not listed on that Crew Agreement. Thus it is possible that he did board in New York on 18 March for the voyage home, or it is possible the Master somewhat automatically "ditto'd" him along with several others. One of the other seamen who had contracted smallpox and had been left in New York, Thomas Nutman, was also on this voyage, and he was also shown on the Crew Agreement as having his last voyage on the *Cella of Waterford* with a discharge date of 4 April 1869. Thus increasing the likelihood, they both came back on the return trip, but just didn't make the Crew Agreement. Perhaps when they returned on the previous *Cella of Waterford* voyage from New York, the Master had no official vacant positions and just let them bunk and eat with the crew as a courtesy and they both helped out as necessary, but no paperwork or pay took place.

Oscar joined the 19 June 1869 *Cella of Waterford* voyage, his sixth with her and he regained his 2nd Master position. And he joined the 14 August 1869 *Cella of Waterford* voyage, his seventh with her with the 2nd Master position. And again he joined the 9 October 1869 *Cella of Waterford* voyage, his eight with her with and in the 2nd Master position. Then a curious change of position occurred on the 4 December 1869 voyage. Oscar joined as a Steerage Steward with greatly reduced pay from 4.1.0 as 2nd Master to 3.0.0 per month. And the same occurred on the next voyage which commenced on 29 January 1870. Why he would take a lesser pay position is unclear. He was certainly qualified as an ABS if there was an issue as 2nd Master. Perhaps he was hurt in some way or still recovering from the small pox. Or perhaps he chose inside work for the winter instead of being outside during a North Atlantic crossing. This voyage ended 17 March 1870 and Oscar's 2nd child, Mary Elizabeth was born 10 days later on 27 March.

At this point, it is also unknown whether Oscar joined more *Cella of Waterford* voyages. Additional records for 1870 have not been obtained and his next known voyage is not until April 1871 a gap of over a year. In addition, there was a change of ownership of the *Cella of Waterford* in 1870 and also a change in route from London to New York to London to Bombay via the Suez Canal though the timing of the route change is unknown. Voyages to Bombay would certainly be much longer but it is possible Oscar tried one.

### Scholdberg's Voyages on the Fenella and the Aquila

Knut Oscar Scholdberg's last known *Cella of Waterford* voyage ended 17 March 1870, though it is possible he had more voyages on her in 1870 that have not yet been retrieved. By 1871, Oscar moved on to the *Fenella of London* and after one voyage to the *Aquila of London*.

These voyages are:

1. [Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871](#)
2. [Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871](#)  
Oscar joined mid-voyage on 18 October 1871 in North Shields.
3. [Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871](#)
4. [Aquila of London Voyage to France- 21 Dec to 22 Dec 1871 - Abandoned](#) While Oscar's name is on the Crew Agreement, the voyage was abandoned.
5. [Aquila of London Voyage to Glasgow - 20 Dec 1871 to 26 Dec 1871](#)
6. [Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872](#)
7. [Aquila of London Voyage - 1 March 1872](#)  
Oscar joined the *Aquila of London* but did not report. Instead on 5 March 1872 he joined the *West of Liverpool*.

The *Fenella of London* was registered at London in 1870. She was probably a iron hulled combined steamship with auxiliary sails. On the Crew Agreement she was listed at 812 tons and 190 Horse Power.

The *Aquila of London* was registered at London in 1871. She was probably a iron hulled combined steamship with auxiliary sails. On the Crew Agreement she was listed at 654 tons and 98 Horse Power.

Thus both ships were very new at the time Oscar was aboard one just a year old and the other perhaps on her first voyage. They were part of the rapid transition from sail to steam. These ships needed access to coal for their boilers and thus were most likely to be used on voyages in and around Europe rather than to Asia at that time.

With his move to the *Fenella of London*, Oscar returned to cargo ships and open ended voyages without schedule. Crew Agreements usually indicated durations of up to 6 months, but actual durations were usually 2-3 months. Oscar joined the *Fenella of London* on 12 April 1871 in London as an Able Bodied Seaman with wages of 3.7.6 per calendar month. On the Crew Agreement, he listed the *Cella of Waterford* as his last ship with 1870 as his last discharge. And that is how it is known that his last voyage was the year before, but not on which voyage of the *Cella of Waterford*. The *Fenella of London* voyage included Malta and Taganrog but returned to South Shields instead of London where Oscar was discharged on 10 July 1871.



Oscar Scholdberg next joined the *Aquila of London* in mid-voyage on 18 October 1871 in North Shields. The *Aquila of London* voyage had begun in North Shields in August and had returned their 18 October probably to load up on coal for delivery to various Baltic Ports. Oscar joined the *Aquila of London* as an Able Bodied Seaman with wages of 3.10.0 per calendar month with a 1.15.0 advance. On the Crew Agreement, he listed the *Fenella of London* as his last ship with 1871 as his last discharge but it was not known which 1871 voyage it was.

It was found that the *Fenella of London* was on two other voyages since Oscar discharge on 10 July and it was logical to assume he was on them. Therefore the records for the *Fenella of London* voyages beginning 12 July 1871 and 15 August 1871 were obtained. He was on neither. Thus it appears Oscar was on shore from about 10 July until 18 October 1871 when he joined the *Aquila of London* in North Shields. An explanation for the gap might be that his one year old daughter died while he was away and that he and his wife needed some together time to mourn. And also that his wife was pregnant again and would deliver 12 August 1871 with a 2nd son Charles Edward.

Oscar's first *Aquila of London* voyage in which he joined 18 October included Swinemünde and Riga, Latvia and returned to London 20 November 1871 where Oscar was discharged on 22 November.

Oscar then continued on the *Aquila of London* for a short voyage to St.Nazaire, France beginning 29 November 1871 and ending 20 December in Liverpool. Records then show the *Aquila of London* continuing for a short voyage to Glasgow and returning to Liverpool at the end of the year.

Oscar's final voyage on the *Aquila of London* began 6 January 1872 from Liverpool. He signed on an Able Bodied Seaman and was to be onboard at 6 am with wages of 3.10.0 per month. The voyage was to St. Nazaire, and Dunkirk. Oscar along with the rest of the crew is discharged at Liverpool on 28 February 1872.

Then the next day, on 29 Feb 1872 Oscar joined the *Aquila of London* at Liverpool and was to be on board 1 March at 8 am. However, he did not show by 10am as was noted in the Official Log that he did not join and was left behind. Whether this was intentional or not on Oscar's part is unknown, it could have been he just overslept. The voyage was to the West Indies, primarily Kingston, Jamaica, a location he had never been and the weather there and back would have been nice during March to June.

A few days later though on 5 March, he joined the *West of Liverpool*, a ship he continued on for 12 voyages.

## Scholdberg's Voyages on the West and the Mazeppa

Knut Oscar Scholdberg crewed on 12 *West of Liverpool* voyages from 5 March 1873 to November 1875. Within there was one voyage on the *Mazeppa of London*.

These voyages are:

1. [West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872](#)  
On 15 May 1872, the *West of Liverpool* collided with and sunk the *Isabella*. Oscar Scholdberg was likely part of the rescue in high seas. It is definitely worth reading the description in the Official Log. Oscar Scholdberg then discharged early on 17 May 1872 at South Shields along with 3 others. Possibly he was tired or hurt by the rescue of the men from the *Isabella*. He then took the short voyage on the *Mazeppa of London* before reconnecting with the *West of Liverpool* on her next voyage.
2. [Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872](#)  
On 3 June 1872, the *Mazeppa of London* collided with *Kent of Hull* off Dragor, Denmark. On 7-9 June 1872, the *Mazeppa of London* docked in Uddevalla, Sweden; Oscar Scholdberg's only known return to his home country, though not his home town.
3. [West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873](#)  
Paragraph in text below describes the transport of raw materials.
4. [West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873](#)  
On 14 Feb 1873, the *West of Liverpool* collided with the Schooner *I Cylla*. On 2 March 1873, the 2nd Mate loses small finger in capstan.
5. [West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873](#)  
Oscar Scholdberg's 1st voyage as a Donkey Engine Driver
6. [West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873](#)
7. [West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874](#)  
Paragraph below describes the transport of raw materials.
8. [West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874](#)
9. [West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874](#)  
Distressed Seaman transported home from Cartagena [Spain]
10. [West Voyage to Spain, Algeria, France - 27 June 1874 to 22 August 1874](#)
11. [West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875](#)
12. [West Voyage to Morocco - 29 July 1875 to 18 Sept 1875](#)

13. [West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875](#)

Oscar died on this voyage on 15 November 1875 in Alexandria.

The *West of Liverpool* was built and registered at Liverpool in 1871. She was what was known as a screw schooner, the screw being the shaft from the engine and the schooner a type of sailing ship with two or more masts with the foremast smaller than the mainmast. The sails were used if there was adequate wind. She was 380 Tons and 80 Horse Power and her dimensions in feet were 190.0 x 26.3 x 15.3.

Similarly, the *Mazeppa of London* was also a screw schooner, but was somewhat larger. She had 3 masts, a single screw boiler and 190 HP engine, 78.3 x 9.1 x 5.2 meters and 922 tons, and. She was built by Palmer's Shipbuilding & Iron Co. Ltd at Newcastle-upon-Tyne in 1872. Thus both ships were very new at the time Oscar was aboard and were part of the rapid transition from sail to steam. These ships needed access to coal for their boilers and thus were most likely to be used on voyages in and around Europe rather than to Asia at that time.

On the above voyages, the *West of Liverpool* traveled to various ports in France, Spain, Portugal, Morocco, Algeria, and Egypt though not always to all these countries on the same voyage. Regular ports of call were St. Nazaire, France, Bilbao, Spain, Mogador Morocco, the Canary Islands, Lisbon and Oporto, Portugal, and occasionally Casablanca, Oran, Algeria, and Alexandria.

The above voyage by the *Mazeppa of London* was to Swinemünde, then part of Germany and to Uddevalla, Sweden on a short voyage of a couple of weeks.

The Official Log and Consular entries are not required to provide information about what cargo the ship carried. But occasionally some information is noted and those entries provided a pretty good hint of what was probably carried on most of the voyage of the time.

One particular entry which provided a huge hint was written on the *West of Liverpool* 6 October 1872 Consular Certificate while at Oram, Algeria. It noted: *Vessel arrived on the: 6th October 1872 after having been ten days at Camarata [Camérata, Oran]*. In researching Camérata, it was found to be the location of an iron mine and thus the *West of Liverpool* probably picked up a load of iron. On the same voyage, the Official Log for 1 January 1873 at London indicated: *And docked 80 tons Corkbroom*, cargo they likely picked up in in December while at ports in Spain or Portugal. Thus this 6 month *West of Liverpool* voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873 provided significant insight into they type of cargo was being shipped.

Another insight came from the *West of Liverpool* Official Log for 28 December 1873 which noted: *Left Teranova [Terranova], Sicily 28 Dec 1873 with a cargo of sulfur for Oporto [Porto, Portugal]*

A google search yielded a report that tied it all together. The report was: *The Diplomatic and Consular Reports. Annual Series, Issue 4161, Part*

77 by *Great Britain, Foreign Office*. Page 13 of this report indicated that British Merchant vessels would transport coal from Newcastle [which is near South Shields] to various destinations and then would load with raw materials such as iron for the return trip. Thus it appears that this is what was happening with the *West of Liverpool* as it would load coal at South Shields or at the Coal Exchange in London for transport to various ports in the Mediterranean and return with raw materials such as iron and cork to England.

Over his merchant seaman career, Oscar Scholdberg primarily was an Able Bodied Seaman (ABS) but at times he performed many other seaman roles. On the 27 May 1872 voyage on the *Mazeppa of London*, Oscar joined as a bosun also known as a boatswain, which is a senior crewman.

On his first three voyages on the *West of Liverpool*, the first of which was in March 1872, Oscar joined as an Able Bodied Seaman. By his fourth voyage beginning 24 June 1873 he had learned enough skills to be the Donkey Engine Driver also known as a Donkeyman, a crew position he retained for eight more *West of Liverpool* voyages until his death in November 1875. The Donkey Engine is a small auxiliary steam engine used for hoisting or pumping. Besides photos on the internet, there is a donkey engine on display at the *San Francisco Maritime National Historical Park*. There are also photos from the Park in my photo collection. As a Donkey Engine Driver or Donkeyman, Oscar operated the Donkey Engine for loading and unloading cargo and he also presumably monitored and maintained the steam driven engine. On the 23 June 1873 voyage he received a modest pay increase as Donkey Engine Driver but later as he became experienced his pay increased.

Since the seaman records became available in the backwards direction, it was known from his last voyage that he was a donkeyman. But when and where he learned this trade was unknown. It was presumed he had gone to a school to learn to operate and maintain the steam driven engine, but in working the *West of Liverpool* voyages backward one-by-one, there was no time gap to show he did. Prior to the 24th June 1873 voyage when he first joined as a Donkeyman, he was an Able Bodied Seaman, and that voyage ended the day before on 23 June.

However in the records for that prior voyage ([West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873](#)), it was noted that a Robert Coupland, Donkey Engine Driver was discharged on 29 March 1873 in Leith, Scotland, two months before the voyage ended 23 June 1873. While only speculation, it could be that our Oscar Scholdberg volunteered to operate the Donkey Engine. In fact, he would generally only need to operate it during the loading and unloading of cargo and thus could still perform his other seaman duties. How could he have learned to operate the engine? Perhaps Coupland trained him before leaving or perhaps the *West of Liverpool* engineers helped him. Either way, it has the look of on the job training and initiative on his part.

It is hard to believe, but in Oscar's 12 voyages on the *West of Liverpool* and one on the *Mazepa of London*, there were three collisions, a mate's finger lost, a mercy transport home of a mentally disturbed mate, and Oscar's death. Each event is noted in the list of voyages above with further details in the transcribed records.

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Alexandra of London</i> No: 47411 Registered at London 1867</p> <p>552 Tons 150 HP</p> <p>Screw Steamer</p>	<p>On 20 December 1867, the Master signed the Crew Agreement</p> <p>The Crew Agreement's Commencement of Voyage was 20 December 1867 from London.</p> <p>Oscar signed the Crew Agreement on 20 December 1867 at London and was to be on board <i>21 December at 7 am.</i></p>	<p>The nature of the voyage was to the Mediterranean, primarily to Italy.</p> <p><i>The Alexandra of London</i> departed London 21 December 1867 for Genoa, Italy and arrived on 6 January 1868. Their articles were deposited 7 January and were returned 8 January.</p> <p><i>The Alexandra of London</i> departed Genoa 8 January 1868 for Leghorn, Italy and arrived 9 January. Their articles were deposited 9 January and were returned the same day.</p> <p><i>The Alexandra of London</i> departed Leghorn about 9 January 1868 or shortly thereafter for Naples, Italy arriving 13 January. Their articles were deposited 13 January and were returned 20 January.</p> <p><i>The Alexandra of London</i> departed Naples about 20 January 1868 or shortly thereafter for Messina, Sicily and arrived 23 January. Their articles were deposited 23 January and were returned 25 January.</p> <p>See next page</p>	<p>The Voyage terminated on 19 February 1868 at London.</p> <p>On 19 February 1868, the Master of the <i>Alexandra of London</i> delivered the Lists to the Superintendent in London.</p>	<p>On the Crew Agreement, Knut Oscar Scholdberg listed his place of birth as Sweden and his age as 30 and which is correct as he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>Sir W.F. Williams of London</i> as his last ship with a discharge date of 20 March 1867 in London.</p> <p>On the Crew Agreement, Oscar is listed as an AB, Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar's wages are 3.7.6 per month. He was advanced 1.14.0.</p> <p>On the Crew Agreement, Knut Oscar Scholdberg along with the rest of the crew is discharged at London on 19 February 1868.</p> <p>On the Release at Termination form, he signed with his own signature for his balance of 4.12.0 on 20 Feb 1868.</p>

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

Ship	Intermediate Ports	Intermediate Ports	Completion	Comments
<p><i>Alexandra of London</i> No: 47411 Registered at London 1867</p> <p>552 Tons 150 HP</p> <p>Screw Steamer</p>	<p>Continued from previous chart above. The <i>Alexandra of London</i> departed Messina, Sicily on or about 25 January 1868 for Palermo, Sicily and arrived on 26 January. Their articles were deposited 27 January and were returned the same day. Three distressed seamen were put onboard at Palermo by the Consulate and confirmed in the Log by the Master at Palermo on 30 January.</p>	<p>The <i>Alexandra of London</i> departed Palermo, Sicily on or about 30 January 1868 for Marsala, Sicily and arrived 1 February. Their articles were deposited 1 February and were returned the same day. The <i>Alexandra of London</i> departed Marsala, Sicily about 1 February 1868 or shortly thereafter for London arriving 19 February.</p>	<p>The Voyage terminated on 19 February 1868 at London.</p> <p>See also chart above.</p>	<p>See Chart above.</p>

### Notes

1. The *Alexandra of London* was probably a screw schooner. It had a 150 HP steam driven engine. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. Messina is the 3rd largest city on the island of Sicily. It is located near the northeast corner of Sicily, at the Strait of Messina, opposite Villa San Giovanni on the mainland.
4. Livorno, English traditionally Leghorn is a port city on the Ligurian Sea on the western coast of Tuscany, Italy.
5. The rate of 1/- per man day is 1 shilling per day.
6. Palermo is noted for its history, culture, architecture and gastronomy, playing an important role throughout much of its existence; it is over 2,700 years old. Palermo is located in the northwest of the island of Sicily, right by the Gulf of Palermo in the Tyrrhenian Sea.
7. Marsala is an Italian town located in the Province of Trapani in the westernmost part of Sicily

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Alexandra	47,411	London	110 / 1867	552	150
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
John Fenwick & Son	44 Coal Exchange, London	T.A. Partridge	27920	Manor Road New Croft	Engagement Fee: Discharging Fee: 1.15.0 20 Feb 1868
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
20 December 1867	London	19 February 1868	London	19 February 1868	<i>T.A. Partridge, Master</i>

### Notes

1. In this time period the pre-printed Crew Agreement form did not include boxes for the Date of Commencement and Date of Termination. Instead they were part of the *Release at Termination of a Voyage* form. See below. For convenience they have been added in the form above.
2. In addition, in this time period the pre-printed Crew Agreement form neither had a Stamped nor Master handwritten Crew Agreement Number.
3. T.A. Partridge's Certificate No. for this voyage appears to be 27920, but on the next voyage, 27930.



## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

	Substitutes										
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint		Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.											
Sunday	1	1 1/2		1/2				1/8	1/2	2	3
Monday	1		1 1/4		1/3			1/8	1/2	2	3
Tuesday	1	1 1/2		1/2				1/8	1/2	2	3
Wednesday	1		1 1/4		1/3			1/8	1/2	2	3
Thursday	1	1 1/2		1/2				1/8	1/2	2	3
Friday	1		1 1/4		1/3			1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2		2	3
<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That (if any member of the crew is not on board at time appointed the Master can employ a substitute forthwith). <i>the Seamen and Firemen shall render mutual assistance to the general duties of the Vessel when required.</i></p>	<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>Seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London by Genoa calling at any Coal Port in the United Kingdom, and any other places within the Mediterranean and Black Sea and from the Sea of Azov and the Continent of Europe and back to the Port of final discharge Days? in the United Kingdom. Length of Voyage not to exceed Six months.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: right;">Signed by: <i>T.A. Partridge, Master, on the 20 day of December 1867</i></p>										

## Notes

1. In the Crew Agreement, the Master entered: and described a “Voyage\* from London by Genoa calling at any Coal Port in the United Kingdom, and any other places within the Mediterranean and Black Sea and from the Sea of Azov and the Continent of Europe and back to the Port of final discharge Days? in the United Kingdom. Length of Voyage not to exceed Six months.
2. It appears from the entry above *London by Genoa calling at any Coal Port in the United Kingdom*, that the *Alexandra of London* was probably shipping coal from England to the various ports. The ship might then return with various products or raw materials from the various ports it visited. It is likely the *Alexandra of London* loaded with coal in London that had been pre-transported there. If not, it likely traveled to So. Shields first to load up.
3. From the Log entries and Consulate Certificates, the Voyage appears to be London to Genoa to Leghorn to Naples to Messina, Sicily to Palermo, Sicily to Marsala, Sicily to London.

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

Agreement and Account of Crew Name of Ship: Alexandra						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
13. <i>Knut O. Scholdberg</i>	30	Sweden	<i>Sir W.F. Williams of London,</i> 20 March 1867, London	20 December 1867 London	AB (Able Bodied Seaman)	21 Dec 7am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.7.6	1.14.0		19 February, London, Discharged		4.12.0	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 13th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Cook, Steward, Boatswain, Engineer, 2nd Engineer, 3rd Engineer, 6 Firemen, and 7 Able Bodied Seamen and a Boy for a total of 24.
3. The time to be on board for Oscar was at 7am the day after he joined.
4. Oscar listed his age as 30 which is correct as he was born 13 Jan 1837.
5. Oscar's pay was 3.7.6 or 3 pounds, 7 shillings, and 6 pence per month.
6. It appears Oscar Scholdberg signed his own name on the *Release at the Termination of Voyage* form. The amount transferred to the above form, but shown here for completeness.

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

Release at the Termination of Voyage				Description of Voyage	Port
				Genoa	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Alexandra	47,411	110, 1867	London	T.A. Partridge	J. Fenwick
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
20 December 1867 London	19 February 1868 London	London	20 February 1868	<i>T.A. Partridge, Master</i>	
Signature of Crew	Wages	Date of Discharge	Port of Discharge	Wages and Release of Claims Date	
<i>Knut Scholdberg</i>	4.12.0	19 February 1868	London	20 February 1868	

### Notes

1. Above is an excerpt of a portion of the *Release at Termination of Voyage* pertaining to Knut Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 3.7.6 per month. He received a 1.14.0 advance and a final payment of 7.14.7 for a total wage of 9.8.7 or 9 pounds, 8 shilling, 7 pence for this voyage to Taganrog and back of a little over 3 months. There were 12 pence in a shilling and 20 shillings in a pound.
4. It is believed Knut Scholdberg signed his own name.
5. The Date of Discharge and Port of Discharge for Knut Scholdberg were transferred to the above form from the Crew Agreement for completeness.

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Alexandra	47,411	London	552	Thomas Allen Partridge	27,930
<b>Date of Commencement of Voyage</b>				December 23, 1867	
<b>Nature of the Voyage or Employment</b>				From London to the Mediterranean and back to the United Kingdom.	
<b>Delivered to the Shipping Master of the Port of</b>				London the 19th day of February 1868	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
T.A. Partridge, Master			
1. George Croxon, Mate	VG	VG	
2. Thomas Harrison, 2nd Mate	VG	VG	
12. Knute Scholdberg, AB	VG	VG	
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>			

### Notes

1. None at this time.

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

### Page 8-9: Official Log of the Alexandra from Italy towards London

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Jan 20th, 1868	Naples {Italy}	Received on board this day from H.B.M Consul Thomas Hutton (British Seaman) for conveyance to London. T.A. Partridge, Master G. Croxon, Mate
Jan 30th, 1868	Palermo {Italy}	Received on board this day from H.B.M Consul Andrew Shipley, William Elliot, and Robert Blackwell distressed British Seamen for conveyance to London. T.A. Partridge, Master G. Croxon, Mate
Feb 19th, 1868	London	This day landed Thomas Hutton, Andrew Shipley, William Elliot, and Robert Blackwell distressed British Seamen from Naples and Palermo. T.A. Partridge, Master G. Croxon, Mate

## Alexandra of London Voyage to Italy and Sicily - 20 Dec 1867 to 19 Feb 1868

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
<p>British Consulate Genoa Vessel Arrived: January 6, 1868 Articles Deposited: January 7, 1868 Articles Returned: January 8, 1868 <i>Montagn A. Mrown</i> HBM Consul No Fee</p>	<p>No. 13 British Vice Consulate Messina [Sicily]: 25 January 1868 Vessel Arrived and Articles deposited 23 instant The same released this day. <i>Joseph Richards</i> Her B Mag's V. Consul No Fee</p> <p>Interpretation: Vessel Arrived: 23 January 1868 Articles Deposited: 23 January 1868 Articles Returned: 25 January 1868</p>
<p>British Consulate Leghorn [Italy] Deposited on arrival the 9th January 1868 and returned on clearance the same day. for H.M Consul <i>J. Burnside</i> No Fee</p>	<p>Vessel arrived on the 26th January 1868. Articles deposited on the 27th January and returned to the Master this day. British Consulate Sicily [Italy] No Fee Palermo 27th January 1868 Fns? Goodwin HBM Consul</p>
<p>British Consulate Naples [Italy] Vessel Arrived: 13 January 1868 Articles Deposited: 13 January 1868 Articles Returned: 20 January 1868 <i>Edw William Honhuas?</i> Vice Consul No Fee</p>	<p>I have this day put the seamen Andrew Shipley, William Elliott and Robert Blackwell on board the within described vessel for conveyance to England as shipwrecked seamen, and I have given the Master the usual order on the Board of Trade for payment of subsistence during the passage. Palermo, 29 January 1868 Fns? Goodwin HBM Consul</p>
<p>I hereby certify that I have this day put the seaman Thomas Hutton on board the within named vessel for conveyance to Great Britain as a distressed British Seaman and that I have furnished the Master with the usual Order Form C1b on the Board of Trade for payment of his subsistence during the voyage at the rate of 1/- per man day. Dated Naples 20th January 1868 <i>Edw William Honhuas?</i> Vice Consul</p>	<p>British Vice Consulate Marsala [Sicily] 1st February 1868 Deposited in vessels arrival and returned to the Master same day. <i>Rich B. Cossins</i> Acting Vice Consul</p>

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the

ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.

2. Messina is the 3rd largest city on the island of Sicily. It is located near the northeast corner of Sicily, at the Strait of Messina, opposite Villa San Giovanni on the mainland.
3. Livorno, English traditionally Leghorn is a port city on the Ligurian Sea on the western coast of Tuscany, Italy.
4. The rate of 1/- per man day is 1 shilling per day.
5. Palermo is noted for its history, culture, architecture and gastronomy, playing an important role throughout much of its existence; it is over 2,700 years old. Palermo is located in the northwest of the island of Sicily, right by the Gulf of Palermo in the Tyrrhenian Sea.
6. Marsala is an Italian town located in the Province of Trapani in the westernmost part of Sicily



## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Alexandra of London</i> No: 47411 Registered at London 1867</p> <p>552 Tons 150 HP</p> <p>Screw Steamer</p>	<p>On 5 March 1868, the Master signed the Crew Agreement</p> <p>The Crew Agreement's Commencement of Voyage was 5 March 1868 from London.</p> <p>Oscar signed the Crew Agreement on 5 March 1868 at London and was to be on board 6 March 1868.</p>	<p>The nature of the voyage was to Taganrog, Russia.</p> <p><i>The Alexandra of London</i> departed London about 6 March 1868 for Cardiff, Wales and arrived shortly before or on 12 March.</p> <p><i>The Alexandra of London</i> departed Cardiff, about 13 March 1868 or shortly thereafter for Taganrog, Russia and arrived about 14 April. Their articles were deposited 14 April and were returned 23 April.</p> <p><i>The Alexandra of London</i> departed Taganrog, about 23 April 1868 or shortly thereafter for Rotterdam, Netherlands arriving about 4 June where their articles were stamped.</p> <p><i>The Alexandra of London</i> departed Rotterdam, about 4 June 1868 or shortly thereafter for South Shields.</p>	<p>The Voyage terminated on 8 June 1868 at South Shields.</p> <p>On 13 June 1868, the Master of the <i>Alexandra of London</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Knut Oscar Scholdberg listed his place of birth as Sweden and his age as 31. It should have been age 31 as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>Alexandra</i> as his last ship with a discharge date of 20 Feb 1868 in London. The actual discharge date was 19 Feb but the Release of Wages and Claims at Termination was 20 Feb. 1868.</p> <p>On the Crew Agreement, Oscar is listed as an AB, Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar's wages are 3.7.6 per month. He was advanced 1.14.0.</p> <p>On the Crew Agreement, Knut Oscar Scholdberg along with the rest of the crew is discharged at So. Shields on 8 June 1868.</p> <p>On the Release at Termination form, Oscar signed with his own signature for his balance of 7.14.7 on 9 June 1868.</p>

### Notes

1. The *Alexandra of London* was probably a screw schooner. It had a 150 HP steam driven engine. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.

2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. On Oscar Scholdberg's following voyage, which began 22 August 1868 on the *Cella of Waterford*, Oscar listed his previous ship as the *Alexander* with a date and place of discharge as 8 June 1868 in London. The ship's name was close to correct but because several ships were named the same or similar it was with some difficulty that the records for the actual ship, the *Alexandra of London* were finally found.
4. Taganrog is located in located on the north shore of Taganrog Bay (Sea of Azov) which is to the north of the Black Sea. Taganrog is now in Russia and probably the same in 1868. To reach Taganrog, the ship and our Oscar Scholdberg would have traveled through the Straits of Gibraltar, past Sicily, past Athens and the Aegean Sea, past Istanbul and through the Bosphorus Strait, across most of the Black Sea, past Crimea and finally across the Sea of Azov to Taganrog which is at the northwest corner. By land it is over 2000 miles but probably about 3000 miles by sea.
5. Given the length of the voyage it is likely they stopped in more places. However, if it was a Home Port or less than a day in a foreign port no record needed to be made.

## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Alexandra	47,411	London	110 / 1867	552	150
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
John Fenwick & Son	44 Coal Exchange, London	T.A. Partridge	27930	Manor Road New Cross	Engagement Fee: Discharging Fee:
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
5 March 1868	London	8 June 1868	So. Shields	13 June 1868	<i>T.A. Partridge, Master</i>

### Notes

1. In this time period the pre-printed Crew Agreement form did not include boxes for the Date of Commencement and Date of Termination. Instead they were part of the *Release at Termination of a Voyage* form. See below. For convenience they have been added in the form above.
2. In addition, in this time period the pre-printed Crew Agreement form neither had a Stamped nor Master handwritten Crew Agreement Number.

## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.	Substitutes									
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2	2	3
<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That (if any member of the crew is not on board at time appointed the Master can employ a substitute forthwith). <i>the Seamen and Firemen shall render mutual assistance to the general duties of the Vessel when required.</i></p>						<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>Seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to any ports in the United Kingdom and from thence to Gibraltar and or any other places on the Coasts of Portugal, Spain, and France and within the Mediterranean and Black Sea and Sea of Azov and Danube back to the port of final discharge of Cargo in the United Kingdom or Continent of Europe between the Elba and Brest and finally to the United Kingdom. Length of Voyage not to exceed Six months.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: right;">Signed by: <i>T.A. Partridge, Master, on the 5th day of March 1868</i></p>				

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from London to any ports in the United Kingdom and from

thence to Gibraltar and or any other places on the Coasts of Portugal, Spain, and France and within the Mediterranean and Black Sea and Sea of Azov and Danube back to the port of final discharge of Cargo in the United Kingdom or Continent of Europe between the Elba and Brest and finally to the United Kingdom. Length of Voyage not to exceed Six months.

2. From the Log entries and Consulate Certificates, the Voyage appears to be London to Cardiff to Taganrog, Russia to Rotterdam Netherlands to South Shields.
3. South Shields is on the river Tyne. For a point of reference, Newcastle upon the Tyne is about 10 miles up-river.

## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

Agreement and Account of Crew Name of Ship: Alexandra						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
13. <i>Knut O. Scholdberg</i>	30	Sweden	<i>Alexandra</i> , 20 Feb 1868, London	5 March 1868 London	AB (Able Bodied Seaman)	6 March
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.7.6	1.14.0		8 June 1868, South Shields, Discharged		7.14.7	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 13th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Cook, Steward, Boatswain, Engineer, 2nd Engineer, Assistant Engineer, 6 Firemen, and 7 Able Bodied Seamen and a Boy for a total of 24.
3. The time to be on board for Oscar was the day after he joined. No time was specified.
4. Oscar listed his age as 30. It should have been age 31 as it is believed he was born 13 Jan 1837.
5. Oscar's pay was 3.7.6 or 3 pounds, 7 shillings, and 6 pence per month.
6. It appears Oscar Scholdberg signed his own name on the *Release at the Termination of Voyage* form. The amount transferred to the above form, but shown here for completeness.

## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

Release at the Termination of Voyage				Description of Voyage	Port
				Taganrog	So. Shields
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Alexandra	47,411	110, 1867	London	T.A. Partridge	J. Fenwick & Son
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
5 March 1868 London	8 June 1868 So. Shields	So. Shields	9th June 1868	<i>T.A. Partridge, Master</i>	
Signature of Crew	Wages	Date of Discharge	Port of Discharge	Wages and Release of Claims Date	
<i>Knut Scholdberg</i>	7.14.7 45,689	8 June 1868	So. Shields	9 June 1868	

### Notes

1. Above is an excerpt of a portion of the *Release at Termination of Voyage* pertaining to Knut Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 3.7.6 per month. He received a 1.14.0 advance and a final payment of 7.14.7 for a total wage of 9.8.7 or 9 pounds, 8 shilling, 7 pence for this voyage to Taganrog and back of a little over 3 months. There were 12 pence in a shilling and 20 shillings in a pound.
4. It is believed Knut Scholdberg signed his own name.
5. Next to Knut's wages was the number 45,689. A number of men had a 5 digit number after their wage. It is believed this had something to do with the calculation of the wage.
6. The Date of Discharge and Port of Discharge for Knut Scholdberg were transferred to the above form from the Crew Agreement for completeness.

## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Alexandra	47,411	London	552	Thomas Allen Partridge	27,930
<b>Date of Commencement of Voyage</b>				March 5th, 1868	
<b>Nature of the Voyage or Employment</b>				From London to Cardiff thence to the Mediterranean, Black Sea, Sea of Azov back to the Continent of Europ and finally the United Kingdom.	
<b>Delivered to the Shipping Master of the Port of</b>				So. Shields the 13th day of June 1868	

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
T.A. Partridge, Master			
1. George Croxon, Mate	VG	VG	
2. Thomas Harrison, 2nd Mate	VG	VG	
12. Knute O. Scholdberg, Seaman	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

### Notes

1. None at this time.



## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

Page 8: Official Log of the Alexandra		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
March 6th, 1868	London	These are to certify that Wm F. Shepherd did not join the ship. T.A. Partridge, Master G. Croxon, Mate
		These are to certify that none of the crew were on board the ship as per agreement. Employed 6 men at 5/ each to haul the ship to the Pier Heads (T.D.) and make ready for sea. After getting in the lock just before leaving, the crew came on board for which I charged 3/9 each man. T.A. Partridge, Master G. Croxon, Mate
March 12th and 13th, 1868	Cardiff	There are to notify that Henry Pearse, Fireman absented himself two days from the ship without leave and then came on board intoxicated. T.A. Partridge, Master G. Croxon, Mate

### Notes

1. The symbol 5/ is 5 shillings and 3/9 is 3 shillings and 9 pence. It seems to be a rather significant amount given monthly wages.
2. The abbreviation T.D. might be L.D. or V.D. L.D. might be London Docks. I believe though there were only locks at the West India and East India Docks.
3. I would imagine that there was pier(s) on one or both sides of the ship and the men used ropes to pull the ship outward toward a lock. Once into the lock, the ship would have been lowered into the Thames. This is the first reference to this arrangement. I suppose the tides on the Thames were such that it was useful to be able to load and unload without the ship going up and down.

## Alexandra of London Voyage to Taganrog - 5 Mar 1868 to 8 June 1868

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British Consulate Taganrog Deposited: April 14, 1868 Returned: April 23, 1868 <i>M. Carruthers</i> Consul	No. 279 Stamp indicating British Consulate Rotterdam [Netherlands]; 4 June 1868 MFTERING HBM's Consul
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Taganrog is located in located on the north shore of Taganrog Bay (Sea of Azov) which is to the north of the Black Sea. Taganrog is now in Russia and probably the same in 1868. To reach Taganrog, the ship and our Oscar Scholdberg would have traveled through the Straits of Gibraltar, past Sicily, past Athens and the Aegean Sea, past Istanbul and through the Bosphorus Strait, across most of the Black Sea, past Crimea and finally across the Sea of Azov to Taganrog which is at the northwest corner. By land it is over 2000 miles but probably about 3000 miles by sea.

## Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 25 June 1868, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 27 June 1868 from London.</p> <p>The Log Book Commencement of Voyage was 27 June 1868 from London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York"</p> <p>Ports after Oscar joined on 27 June 1868:</p> <p>On 30 June 1868, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 17 July 1868, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 24 July 1868, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>The voyage terminated on 11 August 1868 at the London Docks.</p> <p>On 11 August 1868 the Lists of Crew was given to the Superintendent and the Log given to the Shipping Master.</p> <p>On 11 August 1868, Oscar was discharged along with the rest of the crew at London.</p> <p>On 18 August 1868, Oscar signed for his final wages of 3.17.8 for a total of 5.17.8.</p>	<p>On the Crew Agreement, Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed in the Crew Agreement as <i>Knut Scholdberg</i>. He joined an Able Bodied Seaman. His wages were 4.0.0 per calendar month.</p> <p>Knut Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Alexander of London</i> as his last ship and the date of June 8, 1868 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 48  
Date Obtained: 1999
3. Oscar Scholdberg listed his previous ship as the *Alexander* and a date and place of discharge as 8 June 1868 in London. The ship name was close to being correct but because several ships were named the same or similar it was with some difficulty that the records for the actual ship, the *Alexandra of London* were finally found.

## Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1564	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane, E.G.	Benj. Gleadell	5656	On Board	Exempt 13/8/68
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London	11/8/68	London	11 August 1868	<i>B. Gleadell, Master, 25th June 1868</i>

### Notes

1. In the Crew Agreement, the Master described a “Voyage From London to New York, via any Ports in the British Channel, Coast of France, and any other Places in the United States of America, British North American Provinces, West Indies and the Continent of Europe and back to a Port of Final Discharge in the United Kingdom. Length of Voyage not to exceed Six months.”

## Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
54. <i>Knut Scholdberg</i>	31	Sweden	Alexander [of] London, 8/6/68, London	1868 25 June at London	A. B. (Able Bodied Seaman)	27 <sup>th</sup> at 7 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.0	2.0		11/8/68 London			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. It was difficult to read the writing as to his number on the list. He is either 34<sup>th</sup> or 54<sup>th</sup>, but it is probably 54<sup>th</sup> given the number of names on the Release at Termination document.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Alexander* of London, 8/6/68 in London, or more familiarly June 8, 1868. The date of discharge from this voyage on the *Cella of Waterford* 11/8/68 was August 11, 1868.
3. The Time at which to be on board is June 27, 1868 at 7 a.m.
4. Oscar Scholdberg listed his previous ship as the *Alexander* and a date and place of discharge as 8 June 1868 in London. The ship name was close to being correct but because several ships were named the same or similar it was with some difficulty that the records for the actual ship, the *Alexandra of London* were finally found.
5. The pay per month was 4 pounds of which 2 pounds was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 25<sup>th</sup> and didn't need to be on board until the 27<sup>th</sup>.

## Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	Gleadell	Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
25 June 1868 London	11 August 1868 London	London	18 August 1868	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Knut Scholdberg</i>	3.17.8	11/8/68	London	10 September 1868	

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Knut Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.0 per month. He received a 2 pound advance and a final payment of 3.17.8 for a total wage of 5.17.8 or 5 pounds, 17 shilling, 8 pence for this voyage to New York and back of a little over 6 weeks.
4. There was a long time difference between the end of the voyage on 11th August and the 18th of August before being paid. It is not clear whether the crew stayed around to do work on the ship or went home and returned later to receive their wages.
5. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Cella SS	45351	Waterford	1566	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				June 27, 1868	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London Dock the 11 <sup>th</sup> day of August 18[68]	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. B. Gleadell, Master	G	G	
24. Knut Scholdberg, A.B.	G	G	
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>			

Page 8: Official Log of the <i>Cella S.S.</i> from <i>New York</i> towards <i>London</i>		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
25 July 1868 Saturday noon	New York	James Jamison Seaman and Dan Hooley Fireman deserted too late to report to the consulate. B. Gleadell, Master J. Power, Mate

### Notes

1. It appears that two seaman either deserted or were not back in time for the return voyage to London
2. There were no additional entries in the log.

## Cella of Waterford Voyage to New York - 27 June 1868 to 11 Aug 1868

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

590 British Consulate Havre  Deposited June 30 <sup>th</sup> 1868 Returned Same Day Frederick Bernal HBM Consul	British Consulate New York July 24, 1868  Papers deposited 17 July and returned this day British Consul M. Juvac
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 27 June 1868, the *Cella of Waterford* sailed to Havre arriving 3 days later on June 30th.
3. HBM is Her Britannic Majesty's Consul. Names of Consul are best guesses based on interpretation of handwriting.
4. The ship was only in Havre for a day and then proceeded to New York, arriving 17 July, a voyage across the Atlantic of 18 days.
5. The journey back commenced on July 24th and took 18 days arriving on August 11th.



## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons</p> <p>300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 20 August 1868, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 20 August 1868 from London.</p> <p>The Log Book</p> <p>Commencement of Voyage was 22 August 1868 from London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 20 August 1868:</p> <p>On 25 August 1868, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>About 14 September 1868, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York. Log book indicates it arrived in New York on 13 September.</p> <p>On 18 September 1868, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 6 October 1868 at the London Docks.</p> <p>The Log was given to the Shipping Master on 7 October 1868.</p> <p>On 8 October 1868, Oscar was discharged along with the rest of the crew at London.</p> <p>On 9 October 1868, Oscar signed for his final wages of 4.0.0 for a total of 6.0.0.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined an Able Bodied Seaman. His wages were 4.0.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of August 12, 1868 as his last discharge.</p> <p>Log for 8 September 1868 indicates they fell in with and took in tow the dismasted Prussian Barque <i>Cerio</i> from Liverpool for New York with a cargo of salt.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 48  
Date Obtained: 1999

## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1564	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane, E.G.	Benj. Gleadell	5656	On Board	Exempt 8/10/68
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master, 20th August 1868</i>

### Notes

1. In the Crew Agreement, the Master described a “Voyage From London to New York, via any Ports in the British Channel, Coast of France, and any other Places in the United States of America, British North American Provinces, West Indies and the Continent of Europe and back to a Port of Final Discharge of cargo in the United Kingdom. Length of Voyage not to exceed Six months.”

## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
6. <i>Oscar Scholdberg</i>	31	Sweden	Cella [of] Waterford, 12/8/68, London	Aug 20 [1868] at London	A. B. (Able Bodied Seaman)	22 <sup>nd</sup> 7 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.0	2.0		8 Oct [1868] London, discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. His data and for others is offset by one row.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 12/8/68 in London, or more familiarly August 12, 1868.
3. The date of discharge from this voyage on the *Cella of Waterford* was October 8, 1868.
4. The Time at which to be on board is August 22<sup>nd</sup> at 4 a.m.
5. The pay per month was 4 pounds of which 2 pounds was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 20<sup>th</sup> and didn't need to be on board until the 22<sup>nd</sup> at 4 a.m.

## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
August 20, 1868, London	October 6, 1868, London	London	9 October 1868	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Knut Scholdberg</i>	4.0.0				

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Knut Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.0 per month. He received a 2 pound advance and a final payment of 4.0.0 for a total wage of 6.0.0 or 6 pounds for this voyage to New York and back of a little over 6 weeks.
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1566	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				22 <sup>nd</sup> August 1868	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London the 7 <sup>th</sup> Day of October 1868	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. W.H. Bird, Mate	G	G	
15. Oscar Scholdberg, A.B.	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

### Pages 8-11: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
22 August 1868	London	James Smith, Fireman did not join. Patrick Riley was shipped as a substitute. B. Gleadell, Master W.H. Bird, Mate
8 <sup>th</sup> of September 1868 at 00:15 a.m.	Lat 45° 32' N Long 57° 4' West	Fell in with and took in tow the dismasted Prussian Barque "Cerio" from Liverpool for New York with a cargo of salt.  Arrived safely in New York with the Barque "Cereo" in tow at 11 a.m. Sep 13 <sup>th</sup> . B. Gleadell, Master W.H Bird, Mate
Sunday Sept 13 <sup>th</sup> 1868 6 a.m.	Lt 40 . 20 Lg 73 . 00	Margaret Kissel aged six months died from Exhaustion Maramus? B. Gleadell, Master E. Thomas M.R.C.S. W.H Bird, Chief Officer
New York Sept 19 1868	New York	John Ward distressed Seaman was? received on xxxx this day for conveyance to London by Order of the British Consul. B. Gleadell, Master W.H Bird, Chief Officer
19 <sup>th</sup> Sep 1868	New York	Charles Damaschle, E. A. Smith Seamen, George Heieths, Cook and Anton Lang, assist Baker deserted. Too late to report at the Consulate. B. Gleadell, Master W.H Bird, Mate
October 6 <sup>th</sup> , 1868	London	John Ward distressed Seaman was landed at London this day. B. Gleadell, Master W.H Bird, Chief Officer

### Notes

1. Note that the arrival date is September 13<sup>th</sup>, slightly different than the September 14<sup>th</sup> date it was presumed the papers were presented to the New York British Consul.
2. The coordinates put the pickup of the barque Cerio slightly south and east of Nova Scotia.

## Cella of Waterford Voyage to New York - 22 Aug 1868 to 6 Oct 1868

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

<p>743 British Consulate Havre</p> <p>Deposited August 25/68 Returned Same Day Frederic Bernal H.M. Consul</p>	<p>British Consulate New York 18 Sept 1868</p> <p>Papers deposited 14 August and returned this day By the Consul W. H. Cualten, Clerk</p> <p>Note: 14 August is in error. It was probably 14 September.</p>
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 22 August 1868, the *Cella of Waterford* sailed to Havre arriving 3 days later on August 25th.
3. H.M. is Her Majesty's Consul. Names of Consul are best guesses based on interpretation of handwriting.
4. The ship was only in Havre for a day and then sailed to New York, arriving 13 September (see Log page 8), a voyage across the Atlantic of 19 days.
5. The journey back commenced on September 18th and took 18 days arriving on October 6th.

## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 15 October 1868, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 17 October 1868 from London.</p> <p>The Log Book Commencement of Voyage was 17 October 1868 from London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 15 October 1868:</p> <p>On 20 October 1868, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 11 November 1868, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 14 November 1868, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 4 December 1868 at the London Docks.</p> <p>The Log was given to the Shipping Master on 4 December 1868.</p> <p>On 5 December 1868, Oscar was discharged along with the rest of the crew at London.</p> <p>On 5 December 1868, he signed for his final wages of 4.13.8 for a total of 6.18.8.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined as 2<sup>nd</sup> Master. His wages were 4.1.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of October 10, 1868 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 48  
Date Obtained: 1999



## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1564	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane, E.G.	Benj. Gleadell	5656	On Board	Exempt 5/12/68
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London				<i>B. Gleadell, Master, 15th October 1868</i>

### Notes

1. In the Crew Agreement, the Master described a “Voyage From London to New York, via any Ports in the British Channel, Coast of France, and any other Ports and Places in the United States of America, British North American Provinces, and Continent of Europe and back to a Port of Final Discharge of Cargo in the United Kingdom. Length of Voyage not to exceed Six months.”

## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
9. <i>Oscar Scholdberg</i>	31	Sweden	Cella [of] Waterford, 10/10/68, London	15 Oct [1868] at London	2 <sup>nd</sup> Master	17th 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.10	2.5		5/12/68 London, discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 10/10/68 in London, or more familiarly October 10, 1868.
3. The date of discharge from this voyage on the *Cella of Waterford* was 5/12/68 or December 5, 1868.
4. The Time at which to be on board is October 17th at 6 a.m.
5. The pay per month was 4 pounds 10 shilling of which 2 pounds 5 shillings was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 15th and didn't need to be on board until the 17th at 6 a.m.

## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
October 15, 1868, London	December 4, 1868, London	London	5 December 1868	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Oscar Scholdberg</i>	4.13.8		London		

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.10 per month. He received a 2 pound 5 shilling advance and a final payment of 4.13.8 for a total wage of 6.18.8 or 6 pounds, 18 shilling, 8 pence for this voyage to New York and back of a little over 7 weeks.
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1566	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				17 <sup>th</sup> October 1868	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London the 4 <sup>th</sup> Day of December 1868	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Benj. Gleadell, Master	G	G	
2. W.H. Bird, Mate	G	G	
9. Oscar Scholdberg, 2 <sup>nd</sup> Master	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

### Page 8: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
October 17 <sup>th</sup> 1868 Saturday	London	Thomas Shaw, Seaman did not join. B. Gleadell, Master W.H Bird, Mate
October 21 <sup>st</sup> 1868	Havre	Shipped - James Davidson, Seaman is substituted for Thomas Shaw B. Gleadell, Master W.H Bird, Mate
November 14 <sup>th</sup> 1868	New York	James Davidson deserted [too late?] to report to the Consulate. B. Gleadell, Master W.H Bird, Mate

### Notes

1. There were no additional entries in the log.

## Cella of Waterford Voyage to New York - 17 Oct 1868 to 4 Dec 1868

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

903 British Consulate Havre  Deposited October 20th 1868 Returned October 21st 1868 John Sonlsby Powell Acting Consul  I hereby certify that W. Peck, Surgeon has been shipped in my presence and with my sanction. Frederick Bernal H.M's Consul	British Consulate New York Nov 14 1868  Papers deposited 11 November and returned this day By the [J.MC.?] Jordan
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 17 October 1868, the *Cella of Waterford* sailed to Havre arriving 3 days later on October 20th.
3. The ship was only in Havre for one day and then sailed to New York, arriving 11 November, a voyage across the Atlantic of 22 days.
4. The journey back commenced on November 14th and took 20 days arriving on December 4th.

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 10 December 1868, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 12 December 1868 from London.</p> <p>The Log Book Commencement of Voyage was 12 December 1868 from Victoria Docks, London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 10 December 1868:</p> <p>On 16 December 1868, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 16 January 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 26 January 1868, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 10 February 1868 at the London Docks.</p> <p>The Log was given to the Shipping Master on 12 February 1868.</p> <p>On 26 January 1869, Oscar was discharged along two others to a hospital in New York due to small pox.</p> <p>On 26 January 1869, 4.7.8 of wages were placed with the British Consulate in New York. He had already received an advance of 2.5 for a total of 6.12.8.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined a 2<sup>nd</sup> Master. His wages were 4.2.0.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of December 5, 1868 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 63  
Date Obtained: 1999

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1564	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane, E.G.	Benj. Gleadell	5656	On Board	4 pounds 5 shillings 16/2/69
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master, 10th December 1868</i>

### Notes

1. In the Crew Agreement, the Master described a “Voyage From London to New York, via any Ports and Places in the British Channel, and on the Coast of France, and any such Ports and Places in the United States of America, the British North American Provinces, and Continent of Europe and back to a Port of Final Discharge of Cargo in the United Kingdom.



## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
9. <i>Oscar Scholdberg</i>	31	Sweden	Cella [of] Waterford, 5/12/68, London	10 Dec 1868 at London	2 <sup>nd</sup> Master	12 <sup>th</sup> 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.10	2.5		26/1/69 New York, sickness			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 5/12/68 in London, or more familiarly December 5, 1868.
3. The date of discharge from this voyage on the *Cella of Waterford* was 12/2/68 or February 12, 1868 for those that returned to London.
4. The Time at which to be on board is December 12th at 6 a.m.
5. The pay per month was 4 pounds 1 shilling of which 2 pounds 5 shillings was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 15th and didn't need to be on board until the 17th at 6 a.m.

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
December 12, 1868, London	February 10, 1869, London	London	13 February 1869	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>NO Scholdberg listed</i>			London		

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.10 per month. He received a 2 pound 5 shilling advance and a payment of 4.7.8 was left with the British Consul in New York for a total wage of 6.12.8 or 6 pounds, 12 shilling, 8 pence for this one-way voyage to New York. He began December 10 and was discharged in New York on January 26, approximately 1 1/2 months.
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				December 12, 1868	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London the 12 <sup>th</sup> Day of February 1868	

Page 5: List of Crew and Report of Character				
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.	
	For General Conduct	For Ability in Seamanship		
1. Benj. Gleadell, Master	V.G.	V.G.		
2. D.W. Tucker, Mate	V.G.	V.G.		
4. Dr. Oscar Beck	V.G.	V.G.		
8. Oscar Scholdberg, 2 <sup>nd</sup> Master	G	G	ten	
9. J. B. Simmons, 2 <sup>nd</sup> Master	G	G	Eight and Nine	
13. Thomas Nutman, A.B.	G	G	ten	
20. Euclid? Nyse, A.B.	G	G	ten	
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>				

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

Page 8      Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
December 11 <sup>th</sup> 1868 Friday at 7 P.M.	Victoria Docks London	William Andrews Storekeeper was drown'd by falling into the Dock by accident. B. Gleadell, Master D.W. Tucker, Mate
January 4 <sup>th</sup> 1869 Monday at 6 p.m.	Lat 47° 10' N Long d 42° 00' W	J.B. Simmons 2 <sup>nd</sup> Master died of Inflammation and Hemorrhage of the lungs. B. Gleadell, Master D.W. Tucker, Mate Oscar Beck, Surgeon
January 5 <sup>th</sup> 1869 Tuesday 7 am	Lat 46° 59' N Long d 44° 02' W	The body of J.B. Simmons committed to the Deep with Christian Rights. B. Gleadell, Master D.W. Tucker, Mate Oscar Beck, Surgeon

**Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869**

**Page 9: Official Log of the *Cella S.S.***

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
		<p>The following list of articles belonging and wages are to J.B. Simmons: 1 overcoat, 2 blue shirts, 2 Crimea shirts, 1 white frock, 1 Guernsey Frock, 5 under flannels, 3 Caps, 3 pair drawers, 3 comforters, 6 Pair Trousers, 1 Blue Frock, 3 Vests, 2 white bags, 6 pair socks, 6 white collars, 3 ties, 1 Pr. Cuffs, 1 Bag Sundries, 1 suit oilskin, 1 Pair Boots, 2 Pair Bluchers, 1 Pea Jacket, 1 Pair Mids [or perhaps Mits].</p> <p>Wages owe 1.7.0 [1 pound, 7 shillings]                      B. Gleadell, Master                      D.W. Tucker, Mate                      A. Kohl, Purser</p>

**Notes**

1. Page 8 of the log related that 2nd Master J.B. Simmons died aboard the *Cella of Waterford* on January 4, 1868. On Page 9 of the log, his belongings and wages are listed. It is a careful rendering of his effects, presumably being brought back to London for his next of kin. I also found the articles of interest because he served in the same capacity as our Oscar Scholdberg. The articles of clothing are probably similar for both men and probably many are also common to Able Bodied Seaman, especially on a voyage during the middle of winter across the North Atlantic. Not only are there many outdoor items but also vests, collars and ties, perhaps because they were the crew on a passenger ship.
2. As follows are definitions I found of various unfamiliar items:
3. Crimean Shirts: a large shirt worn either tucked into trousers or loose outside and tied at the waist with a belt, sometimes over another shirt. The sleeves narrow at the wrist but widened out about a quarter to half way along to the shoulder. Secured by only three or four buttons at the front.
4. Frock coat: a man's double-breasted, long-skirted coat, now worn chiefly on formal occasions.
5. Guernsey: a thick sweater made with oiled navy blue wool and originally worn by fishermen.
6. Bluchers: Possibly a kind of men's shoes or boot.

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

### Page 10: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
January 26, 1869	New York	<p>Oscar Scholdberg, Euclid Vyse, and Thomas Nutman were left behind in Hospital in consequence of being ill of small Pox. Their own wages annualizing to respectively £ 4.7.8, £ 4.0.0, £ 3.13.4 have been deposited with the British Consulate as well as their clothing consisting of respectively:</p> <p>2 bags, 1 Carpet bag and Bedding 2 bags and 2 bags</p> <p>which have been left with the ship Agents. B. Gleadell, Master D.W. Tucker, Mate A. Kohl, Purser</p>

### Notes

1. What an unusual and interesting item about Oscar Scholdberg in the *Cella of Waterford* Logbook. He and two crew-mates caught small pox and were left in New York. It appears they were picked up on the next voyage of the *Cella of Waterford* to New York that began from London on February 16, 1869; however, Oscar was not a crew on the return but probably a passenger.
2. Their wages were left with the Consulate as presumably they would have expenses at the Hospital and for lodging and meals afterwards. Their clothing was left with the booking agents for the ship, probably in New York. Oscar appears to have had 2 bags, 1 carpet bag and his own bedding.
3. The incubation period of smallpox is usually 12–14 days (range 7–17) during which there is no evidence of viral shedding. During this period, the person looks and feels healthy and cannot infect others. The *Cella of Waterford* arrived in New York on January 16th, and left the three men behind on January 26th. Thus it is probable the men caught it on the ship before they landed.
4. In 1856, New York City opened its first hospital devoted to caring for victims of smallpox. Essentially, the hospital isolated and quarantined patients on Blackwell's Island, located in the East River between Manhattan and Queens. After the hospital closed about 1875, the facility became a training school for female and male nurses. Today, the ruins of the smallpox hospital are listed on the National Register

of Historic Places. At night, the ruins are illuminated casting an eerie, green aura on the remaining stone walls.

5. It is unknown if Oscar Scholdberg was sent to the Smallpox Hospital on Blackwell's Island, today's Roosevelt Island in the East River. Perhaps records still exist. The ruins lie on the southern end of the island.
6. The event provides interesting insights into the times and ship procedures and opens up thoughts about the anxiety of his wife when he did not return, how he fared while recovering, and what he and his ship mates did after recovery.

### Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

Page 11: Official Log of the <i>Cella S.S.</i>		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
December 5 12 am 1868 Saturday	London	B. Wilkinson, Master was transferred and B. Gleadell joined. B. Gleadell, Master D.W. Tucker, Mate
January 22, 1869	New York	Patrick Kiley was fined \$10 by the Police authority in Brooklyn which the ship paid to release him. B. Gleadell, Master A. Kohl, Purser

#### Notes

1. While the above is Log Book page 11, the initial event happened before all the previous log book pages and events.
2. The script for December 5 could be a "7" however, December 5 is a Saturday and thus December 5 is probably correct.

## Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

<p>1036 British Consulate Havre</p> <p>Deposited December 16, 1867 [seems in error should be 1868]</p> <p>Returned same day</p> <p>For HM Consul</p> <p>John Sonlsby Powell</p> <p>Secretary</p>	<p>British Consulate</p> <p>New York 26 January 18[69]</p> <p>I hereby certify that Oscar Scholdberg, L. Vyse, and Thomas Nutsman have been left behind at the port in hospital being too ill to proceed with this vessel on her said voyage.</p> <p>Papers deposited 16 January and returned this day.</p> <p>for HM Consul</p> <p>Edwards, Consul</p>
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 12 December 1868, the *Cella of Waterford* sailed to Havre arriving 4 days later on December 16, 1868.
3. The ship was only in Havre for one day and then sailed to New York, arriving 16 January 1869, a voyage across the Atlantic of 31 days later, about 9 days longer than their usual crossing.
4. The British Consulate certified that Oscar Scholdberg and two others were left behind due to illness.
5. The journey back commenced on 26 January 1869, a little longer than their usual stay and took 17 days arriving on February 12, a few days shorter than usual. Perhaps there was a wind that slowed the winter western voyage and accelerated the one back.



## Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 15 February 1869, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 16 February 1869 from London.</p> <p>The Log Book Commencement of Voyage was 16 February 1869 from London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>On 22 February 1869, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 15 March 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 18 March 1869, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 7 April 1869 at the London Docks. Oscar was not listed.</p> <p>The Log was given to the Shipping Master on 6 April 1868.</p>	<p>Oscar Scholdberg was not listed in the Crew Agreement.</p> <p>Oscar Scholdberg was not listed in the Official Log Book.</p> <p>Oscar could have been on board as a passenger or a deadhead back from New York.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 63  
Date Obtained: 1999
3. Knut Oscar Scholdberg was not found in the Log Book, Crew Agreement, or Distribution of Final Wages for the 16 February 1869 voyage on the *Cella of Waterford*.
4. On 26 January 1869 while 2nd Master of the *Cella of Waterford*, Oscar and two others crew members that had contracted small pox were left behind in New York. Oscar however joined the 10 April 1869 *Cella of Waterford* voyage from London. While he may have returned on another ship, it is postulated that he was probably a crew deadhead on 18 March 1869 to 7 April 1869. The following records to

show Oscar was not in the records but also to show the ship experiences were if he was aboard.

## Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1567	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane	Benj. Gleadell	5656	On Board	4 pounds 5 shillings 7/4/69
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master, 15th February 1869</i>

### Notes

1. In the Crew Agreement, the Master described a “Voyage From London to New York, via any ports and places in the British Channel, and on the Coast of France, and any such ports and places in the United States of America, the British North American Provinces, and Continent of Europe and back to a port of Final Discharge of Cargo in the United Kingdom.

**Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869**

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
<i>No Oscar Scholdberg</i>						
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			

**Notes**

1. Knut Oscar Scholdberg was not found on the Crew Agreement for the return voyage from New York to London after he was left in New York in January with small pox. However, it is postulated that he returned either as crew deadhead or a passenger on the *Cella of Waterford's* return from New York from 18 March 1869 to 7 April 1869.

**Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869**

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
February 16, 1869, London	April 7, 1869, London	London	7 April 1869	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>No Oscar Scholdberg</i>			London		

**Notes**

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Knut Oscar Scholdberg was not found on the Release at Termination for the return voyage from New York to London after he was left in New York in January with small pox. However, it is postulated that he returned either as a crew deadhead or a passenger on the *Cella of Waterford's* return from New York from 18 March 1869 to 7 April 1869.

## Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				16 February 1869	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London the 6 <sup>th</sup> Day of April 1868.	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. D.W. Tucker, Mate	G	G	
4. Dr. Oscar Beck	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869

### Page 8: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
February 20th [1869] 5 A.M.	London	Robert Henderson did not join the ship. B. Gleadell, Master D.W. Tucker, Mate
February 22nd [1869]	Havre	Peter Beingniven was shipped as a substitute. B. Gleadell, Master D.W. Tucker, Mate
February 18th [1869]	London	C.W. Andrews Passenger's Cook Mate did not join the ship. Henry Bailey was shipped in place of him. B. Gleadell, Master D.W. Tucker, Mate
February 17th [1869]	Victoria Docks, London	The following A.B. Seamen did not attend to their duty on Board after they had signed articles for which each of them forfeited the amount as per margin for substitute. James Duff 1 day 0.3.2 William Offord 2 days 0.6.4 Th Grayling 1 day 0.3.2 Ch Washburn 1 day 0.3.2 Willliam Adams 0.3.2  B. Gleadell, Master D.W. Tucker, Mate

## Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869

Pages 9-10: Official Log of the <i>Cella</i> S.S.		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
March 10 <sup>th</sup> [1869] 3 a.m.	At Sea lat 44° 0' N long 49° 50' W	Maria Schmied 9 month old, daughter of Dominieus and Sophie Schmied from Baden died of spasms of the lungs and was committed to the deep. B. Gleadell, Master D.W. Tucker, Mate Oscar Beck, Surgeon
March 18 <sup>th</sup> 1869	New York	Edwin Pool deserted to late to report at the Consul. Master D.W. Tucker, Mate
February 18 <sup>th</sup> [1869]	London	The following Firemen were not on Board after they had signed articles for which each of them forfeited the amount as per margin C.W. Cole 2 days 0.6.0 James Allen 2 days 0.6.0 C.W. Graham 3 days 0.9.0 W. Morton 1 day 0.2.8  Master D.W. Tucker, Mate

### Notes

1. Neither Oscar Scholdberg, Thomas Nutman, nor Euclid? Nyse, are listed in the Log Book. However, we do know that Oscar Scholdberg made it back in time for the 10 April 1869 Voyage of the *Cella of Waterford* from London to New York. Perhaps the *Cella of Waterford* did not need additional crew on the way back and the three were just crew deadheads or passenger.
2. If Oscar Scholdberg were a passenger, he would have boarded about March 18, 1869.



## Cella of Waterford Voyage to New York - 16 Feb 1869 to 7 April 1869

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

133 British Consulate Havre  Deposited Feb 22 <sup>nd</sup> 1869 Returned same day for HM Consul John Sonlsby Powell Secretary	British Consulate New York 18 March 18[69]  Papers deposited 15 March and returned this day.  for HM Consul H.E.? Givee?
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 20 February 1869, the *Cella of Waterford* sailed to Havre arriving 2 days later on February 22, 1869.
3. The ship was only in Havre for one day and then sailed to New York, arriving 15 March 1869, a voyage across the Atlantic of 26 days later, about 4 days longer than their usual crossing.
4. The journey back commenced on 18 March 1869 and took 19 days arriving on 6 April.

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 7 April 1869, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 10 April 1869 from London.</p> <p>The Log Book Commencement of Voyage was 10 April 1869 from Victoria Docks, London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 10 April 1869:</p> <p>On 13 April 1869, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 3 May 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 8 May 1869, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 26 May 1869 at the London Docks.</p> <p>The Log was given to the Shipping Master on 26 May 1869.</p> <p>On 27 May 1869, Oscar was discharged along with the rest of the crew at London.</p> <p>On 27 May 1869, he signed for his final wages of 4.2.0 for a total of 6.2.0.</p>	<p>Knut Oscar Scholdberg listed his age as 32 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined an Able Bodied Seaman, a step down from 2d Master. His wages were 4.0.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of April 5, 1869 as his last discharge. It is believed he was a passenger or deadhead on the return.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 63  
Date Obtained: 1999

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1564	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane	Benj. Gleadell	5656	On Board	Exempt 27/5/69
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master, 7th April 1869</i>

### Notes

1. In the Crew Agreement, the Master described a “Voyage From London to New York via Havre and via any Ports and Places in the British Channel, and on the Coast of France, and any such Ports and Places in the United States of America, the British North American Provinces, and Continent of Europe and back to the Port of final discharge of Cargo in the United Kingdom. Voyage not to exceed Six months.”

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
7. <i>Oscar Scholdberg</i>	32	Sweden	Cella [of] Waterford, 5/4/69, London	9 April 1869 at London	A.B.	10 <sup>th</sup> 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.00	2.00		27/5/69 London, discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 5/4/69 in London, or more familiarly April 5, 1869.
3. The *Cella of Waterford's* voyage that completed in London on April 7, 1869 was searched for a record of Oscar Scholdberg in the Crew Agreement and Log, but none was found. It is postulated that he was a crew deadhead or a passenger on the *Cella of Waterford's* way back from New York after his hospital stay in New York with small pox.
4. The Time at which to be on board is April 10th at 6 a.m.
5. A.B. is an abbreviation for Able Bodied Seaman.
6. The pay per month was 4 pounds of which 2 pounds was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 9th and didn't need to be on board until the 10th at 6 a.m.
7. The date of discharge from this voyage on the *Cella of Waterford* was 27/5/69 or May 27, 1869.

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
7 April 1869, London	26 May 1869, London	London	27 May 1869	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Oscar Scholdberg</i>	4.2.0		London		

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.0 per month. He received a 2 pound advance and a final payment of 4.2 for a total wage of 6.2 or 6 pounds, 2 shilling for this voyage to New York and back of about 7 weeks.
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				10th April 1869	
<b>Nature of the Voyage or Employment</b>				Foreign from London via Havre to New York and back.	
<b>Delivered to the Shipping Master of the Port of</b>				London the 26th Day of May 1869	

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. D.W. Tucker, Mate	V.G.	V.G.	
4. Oscar Beck, Surgeon	V.G.	V.G.	
16. Oscar Scholdberg, A.B.	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

### Page 8: Official Log of the *Cella* S.S.

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
April 10th [1869]	Victoria Docks London	J. Borrees did not join the ship.
April 10th [1869]	Victoria Docks London	C.E. Ward was shipped as a substitute. B. Gleadell, Master D.W. Tucker, Mate
May 8 <sup>th</sup> [1869]	New York	Gustav Merzback, Steerage Steward deserted after the ship had been cleared. B. Gleadell, Master D.W. Tucker, Mate
May 8 <sup>th</sup> [1869]	New York	John Koelling, 2 <sup>nd</sup> Bather deserted after the ship had been cleared.

### Notes

1. The script writing on the Log for the job function of John Koelling appears to be 2nd Bather. It is not clear what that job function entails. The *Cella of Waterford* was a passenger ship.

## Cella of Waterford Voyage to New York - 10 April 1869 to 26 May 1869

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British Consulate Havre  Deposited April 13, 1869 Returned same day  For HM Consul John Sonlsby Powell Secretary	British Consulate New York May 8 <sup>th</sup> 1869  Papers deposited here May 3, 1869 and returned this day.  By the Consul HM B. Enough, Clerk
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 10 April 1869, the *Cella of Waterford* sailed to Havre arriving 3 days later on April 13, 1869.
3. The ship was only in Havre for the day and then sailed to New York, arriving 3 May 1869, a voyage across the Atlantic of 20 days.
4. The journey back commenced on 8 May 1869 and took 18 days arriving on May 26, a few days shorter than usual.



## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 17 June 1869, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 19 June 1869 from London.</p> <p>The Log Book Commencement of Voyage was 19 June 1869 from Victoria Docks, London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 19 June 1869:</p> <p>On 21 June 1869, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 8 July 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 10 July 1869, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 27 July 1869 at the London Docks.</p> <p>The Log was given to the Shipping Master on 26 July 1869.</p> <p>On 27 July 1869, Oscar was discharged along with the rest of the crew at London.</p> <p>On 28 July 1869, he signed for his final wages of 3.9.8 for a total of 5.14.8.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden. This closely matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined a 2nd Master. His wages were 4.1.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of May 28, 1869 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 63  
Date Obtained: 1999

## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1567	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane	Benj. Gleadell	5656	On Board	Exempt 9/8/69
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master, 17th June 1869</i>

### Notes

1. In the Crew Agreement, the Master entered: 18 are engaged as Sailors... and described a “Voyage From London to New York via any places in the British Channel, and on the Continent of Europe and any places in the United States of America, the British North American Provinces, and West Indies and back to the Port of final discharge of Cargo in the United Kingdom. Length of Voyage not to exceed Six months.”

## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
9. <i>Oscar Scholdberg</i>	31	Sweden	Cella [of] Waterford, 28/5/69, London	17 June 1869 at London	2 <sup>nd</sup> Master	19 <sup>th</sup> 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.10	2.5		27/7/69 London, discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 28/5/69 in London, or more familiarly May 28, 1869.
3. The Time at which to be on board is June 10th at 6 a.m.
4. The pay per month was 4 pounds 10 shillings of which 2 pounds 5 shillings was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 17th and didn't need to be on board until the 19th at 6 a.m.
5. The date of discharge from this voyage on the *Cella of Waterford* was 27/7/69 or July 27, 1869.

## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
17 June 1869, London	July 27 1869, London	London	28 July 1869	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Oscar Scholdberg</i>	3.9.8		London		

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.10 per month. He received a 2.5 advance and a final payment of 3.9.8 for a total wage of 5.14.8 or 5 pounds, 14 shilling 8 pence for this voyage to New York and back of a little over 5 weeks.
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				19 <sup>th</sup> June 1869	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London the 27 <sup>th</sup> Day of July 1869	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. D.W. Tucker, Mate	V.G.	V.G.	
4. Dr. Oscar Beck, Surgeon	V.G.	V.G.	
8. Oscar Scholdberg, 2 <sup>nd</sup> Master	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

### Page 8-9: Official Log of the *Cella* S.S.

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
June 19th 1869	Victoria Docks London	William Brockingham, J.J. Newman and George Franklin did not join the ship. B. Gleadell, Master D.W. Tucker, Mate
June 22nd 1869	Havre	A. Legrand and Emile Vere were shipped as a substitute. B. Gleadell, Master D.W. Tucker, Mate
June 19th 1869	Victoria Docks London	Joseph Grayling, J.H. Whemell, Thomas Newman, Chas Washburn, seamen neglected to join the ship in proper time for which each of them forfeits thee shillings per substitutes. B. Gleadell, Master D.W. Tucker, Mate
July 11 <sup>th</sup> [1869]	New York	Charles Dixon, A.B. and Francis McBride Fireman deserted the ship too late to report at the Consul. B. Gleadell, Master D.W. Tucker, Mate

### Notes

1. No notes.

## Cella of Waterford Voyage to New York - 19 June 1869 to 27 July 1869

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

No. 493 British Consulate Havre	British Consulate New York July 10, 1869
Deposited June 21st, 1869 Returned same day	Papers deposited here July 8th, 1869 and returned this day.
For HM Consul John Sonlsby Powell Secretary	By the Consul David Morton

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 19 June 1869, the *Cella of Waterford* sailed to Havre arriving 2 days later on June 21, 1869.
3. The ship was only in Havre for the day and then sailed to New York, arriving 8 July 1869, a voyage across the Atlantic of 17 days.
4. The journey back commenced on 10 July 1869 and took 17 days arriving on July 27.

## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 12 August 1869, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 14 August 1869 from London.</p> <p>The Log Book Commencement of Voyage was 14 August 1869 from Victoria Docks, London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 14 August 1869:</p> <p>On 16 August 1869, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 2 September 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 10 September 1869, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 27 September 1869 at the London Docks.</p> <p>The Log was given to the Shipping Master on 29 September 1869.</p> <p>On 27 September 1869, Oscar was discharged along with the rest of the crew at London.</p> <p>On 30 September 1869, he signed for his final wages but the amount he received is not clear.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden. This closely matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined a 2nd Master. His wages were 4.1.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of July 27, 1869 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 63  
Date Obtained: 1999



## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1567	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane	Benj. Gleadell	5656	On Board	Exempt 30/9/69
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master 12th August 1869</i>

### Notes

1. In the Crew Agreement, the Master entered: 18 are engaged as Sailors... and described a “Voyage From London to New York via any ports on the Coast of France and British Channel, and any other places in the United States of America, British North American and West Indies and the Continent of Europe and back to the port of final discharge of Cargo in the United Kingdom. Length of Voyage not to exceed six months.”

## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
9. <i>Oscar Scholdberg</i>	31	Sweden	Cella [of] Waterford, 27/7/69, London	12 August 1869 at London	2 <sup>nd</sup> Master	14 <sup>th</sup> 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.10	2.50		27/9/69 London, discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 27/7/69 in London, or more familiarly July 27, 1869.
3. The Time at which to be on board is August 14th at 6 a.m.
4. The pay per month was 4 pounds 10 shillings of which 2 pounds 5 shillings was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 12th and didn't need to be on board until the 14th at 6 a.m.
5. The date of discharge from this voyage on the *Cella of Waterford* was 27/9/69 or September 27, 1869.

## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
12 August 1869, London	27 September 1869, London	London	30 September 1869	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Oscar Scholdberg</i>	?		London		

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.10 per month. He received a 2.5 advance. It is unclear how much he was paid on this final accounting. For him and two others there are numbers 1/2/1/ written vertically, with the 2nd 1/ next to his name. It is unknown how to interpret this for his voyage of a little over 6 weeks. Is it possible his pay was docked?
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				August 14 <sup>th</sup> , 1869	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London the 29 <sup>th</sup> Day of September 1869	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. D.W. Tucker, Mate	V.G.	V.G.	
4. Oscar Beck, Surgeon	V.G.	V.G.	
8. Oscar Scholdberg, 2 <sup>nd</sup> Master	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

### Pages 8-9: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
August 17th [1869]	At Havre	James Robert Farmer, Apprentice deserted the ship to late to report at the consul. B. Gleadell, Master D.W. Tucker, Mate
August 14th [1869]	Victoria Docks, London	Th. Nutman, Wm. Kyle, Wm. Offord, Seamen James Allen, Robt. Porter, K. McGaffie, George Burtis, S. Chignell Fireman were not on Board for which each of them forfeits three shilling for each substitute employed. B. Gleadell, Master D.W. Tucker, Mate
August 31 <sup>st</sup> [1869]	At sea Lat° 41 30' N Long 65° 10' W	Friedrick Pfisher 11 weeks old, son of Jacob and Barbara Pfisher from Switzerland died of diarrhea and convulsions. B. Gleadell, Master D.W. Tucker, Mate Dr. Oscar Beck, Surgeon
September 11 <sup>th</sup> [1869]	New York	Henry Whemell, Paul Gibbs, Peter McGrath and Tos. Goodman deserted the ship too late to report at the consuls. B. Gleadell, Master D.W. Tucker, Mate

### Notes

1. No notes.

## Cella of Waterford Voyage to New York - 14 Aug 1869 to 27 Sept 1869

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British Consulate Havre  Deposited August 16, 1869 Returned same day  For Her Majesty's Consul John Sonlsby Powell Secretary	British Consulate New York Sept 10, 1869  Papers deposited here Sept 2 <sup>nd</sup> [1869] and returned this day.  By the Consul David Morton Clerk
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 14 August 1869, the *Cella of Waterford* sailed to Havre arriving 2 days later on August 16, 1869.
3. The ship was only in Havre for the day and then sailed to New York, arriving 2 September 1869, a voyage across the Atlantic of 17 days.
4. The journey back commenced on 10 September 1869 and took 17 days arriving on September 27.

## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 7 October 1869, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 9 October 1869 from London.</p> <p>The Log Book Commencement of Voyage was 9 October 1869 from Victoria Docks, London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 9 October 1869:</p> <p>On 12 October 1869, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 29 October 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 5 November 1869, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>Based on the Release at Termination, the voyage terminated on 22 November 1869 at the London Docks.</p> <p>The Log was given to the Shipping Master on 21 November 1869.</p> <p>On 22 November 1869, Oscar was discharged along with the rest of the crew at London.</p> <p>On 25 November 1869, he signed for his final wages of 4.7.0 for a total of 6.12.0.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden. This closely matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined a 2nd Master. His wages were 4.1.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and the date of September 29, 1869 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Record Source: The National Archives of Ireland, Dublin, Ireland  
Record Reference No: Microfilm Roll 63  
Date Obtained: 1999

## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

Agreement and Account of Crew					Agreement No.
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1567	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane	Benj. Gleadell	5656	On Board	Exempt 25/11/69
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
London to New York	London		London		<i>B. Gleadell, Master 7th October 1869</i>

### Notes

1. In the Crew Agreement, the Master entered: 20 are engaged as Sailors... and described a “Voyage From London to New York Via any ports on the Coast of France and British Channel and any other places in the United States of America, British North America, the West Indies, the Continent of Europe and back to the port of final discharge in the United Kingdom. Length of Voyage not to exceed six months.”



## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

Agreement and Account of Crew Name of Ship: Cella Agreement No.						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
8. <i>Oscar Scholdberg</i>	31	Sweden	Cella [of] Waterford, 29/9/69, London	7 October 1869 at London	2 <sup>nd</sup> Master	9 <sup>th</sup> 7 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)			
4.10	2.5		22/11/69 London, Discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. Dates are English style (day, month year). The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford*, 29/9/69 in London, or more familiarly September 29, 1869.
3. The Time at which to be on board is August 9th at 7 a.m.
4. The pay per month was 4 pounds 10 shillings of which 2 pounds 5 shillings was advanced. Perhaps this was used to put in the bank or bring back to his wife Elizabeth as he signed on the 7th and didn't need to be on board until the 9th at 6 a.m.
5. The date of discharge from this voyage on the *Cella of Waterford* was 22/11/69 or November 22, 1869.

## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

Release at the Termination of Voyage				Description of Voyage	Port
				New York	London
Name of Ship	Official Number	Port No. and Date of Register	Port of Registry	Name of Master	Name of Owner
Cella	45351	9, 1862	Waterford	B. Gleadell	A.G. Robinson
Date and Place of Commencement	Date and Place of Termination	Release of all Claims (place, date, signature)			
7 October 1869, London	22 November 1869, London	London	25 November 1869	<i>B. Gleadell, Master</i>	
Signature of Crew	Wages	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	
<i>Oscar Scholdberg</i>	4.7		London		

### Notes

1. Above is an excerpt of a portion of the Release at Termination of Voyage pertaining to Oscar Scholdberg.
2. There were numerous names of men receiving wages. The column above headed Wages was actually labeled "Shipping Office or Home No., if any."
3. Oscar Scholdberg's pay was 4.10 per month. He received a 2.5 advance and a final payment of 4.7 for a total wage of 6.12 or 6 pounds, 12 shilling for this voyage to New York and back of a little over 5 weeks.
4. Unlike the names in the Crew Agreement, the signatures on the Release at Termination are the actual signatures of the men. Oscar Scholdberg had a very nice script with various flourishes.

## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				The 9 <sup>th</sup> of October 1869	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London (M) the 21 <sup>st</sup> Day of November 1869.	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Jonathan Scott, Mate	V.G.	V.G.	
4. Oscar Beck, Surgeon	V.G.	V.G.	
8. Oscar Scholdberg, 2 <sup>nd</sup> Master	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

### Page 8 9: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
October the 9th [1869]	Victoria Docks, London	James Adams 2 <sup>nd</sup> Master did not join the ship in emergency of being disabled by accident. B. Gleadell, Master J.J. Scott, Mate
October 9th [1869]	Victoria Docks, London	N. Carseth A.B. did not join the ship in emergency of sickness. B. Gleadell, Master J.J. Scott, Mate
October 9th [1869]	Victoria Docks, London	William Williams A.B. and James Blake did not join the ship. B. Gleadell, Master J.J. Scott, Mate
October 9th [1869]	Victoria Docks, London	James Hock A.B and William Barkley, Trimmer signed articles as substitutes on Board ship. B. Gleadell, Master J.J. Scott, Mate
November 6 <sup>th</sup> [1869]	New York	Ludwig Bohling and Ch [arles] Falkenhagen, Steerage Steward deserted the ship after clearing at the consuls. B. Gleadell, Master J.J. Scott, Mate

### Notes

1. No notes.

## Cella of Waterford Voyage to New York - 9 Oct 1869 to 22 Nov 1869

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

855 British Consulate Havre Deposited October 12, 1869 Returned same day John Sonlsby Powell For Her Majesty's Consul	British Consulate New York Nov 5th 1869  Papers deposited here Oct 29 <sup>th</sup> [1869] and returned this day.  By the Consul M. Brigough Clerk
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 9 October 1869, the *Cella of Waterford* sailed to Havre arriving 3 days later on October 12, 1869.
3. The ship was only in Havre for the day and then sailed to New York, arriving 29 October 1869, a voyage across the Atlantic of 17 days.
4. The journey back commenced on 5 November 1869 and took 17 days arriving on November 22.

## Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On 2 December 1869, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 4 December 1869 from London.</p> <p>The Log Book Commencement of Voyage was 4 December 1869 from Victoria Docks, London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 3 December 1869:</p> <p>On 8 December 1869, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 30 December 1869, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 31 December 1869, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>The Log was given to the Shipping Master on 19 January 1870.</p> <p>On 19 January 1870, Oscar was discharged along with the rest of the crew at London.</p> <p>On 19 January 1870, he signed for his final wages of 3.1.0 for a total of 4.11.0.</p>	<p>Knut Oscar Scholdberg listed his age as 31 and his place of birth as Sweden. This closely matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined a Steerage Steward. His wages were 3.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and a date of 1869 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Oscar's first voyage on the *Cella of Waterford* was in June 1868 as an Able Bodied Seaman. By his third voyage, he moved up to a 2nd Master with increased responsibility and slightly increased pay. The voyage after his bout with small pox, he did one voyage in April 1869 as an Able Bodied Seaman, and then moved back to 2nd Master on the next voyage in June 1869. Then on this voyage in December 1869 he signed on as Steerage Steward, which had a much lower pay at 3 vs 4 pounds 10 shillings per month.

## Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870

Agreement and Account of Crew					Agreement No. 20150
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1567	300
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	20 Mark Lane	Benj. Gleadell	5656	On Board	4.5.0 - [unreadable date]
Agreement Destination	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
4/12/69	London	19/1/70	London	19/1/70	<i>B. Gleadell, Master 2 Dec 1869</i>

### Notes

1. In the Crew Agreement, the Master entered: 17 are engaged as Sailors... and described a "Voyage From London to New York via any places in the United Kingdom ... and any other places in the United States of America, the British North America Provinces, the West Indies and the Continent of Europe and back to the port of final discharge of Cargo in the United Kingdom. Length of Voyage not to exceed six months.

## Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870

Agreement and Account of Crew Name of Ship: Cella Agreement No. 20150						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
38. Oscar Scholdberg	31	Sweden	Cella [of] Waterford, 1869, London	3 December 1869 at London	Steerage Steward	4 <sup>th</sup> 7 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.0	1.10		19/1/70 London, Discharged		3.1	Oscar Scholdberg

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford* in 1869 in London.
3. The Date and Time to be on board is December 4<sup>th</sup> at 7 a.m.
4. **There was a change in the standard Crew Agreement form.** The “Balance of Wages” are now part on the Crew Agreement and the Release at Termination of Voyage form was eliminated. There is also a stamped Crew Agreement number, which for this voyage is 20150.
5. Oscar was 2nd master for five voyages on the *Cella of Waterford* and on this voyage he signed on as a Steerage Steward with a significant pay reduction from 4.10 to 3.0 per month. It is not clear why this occurred. In fact, he was perfectly qualified to be an Able Bodied Seaman. On the previous voyage there was a new Mate, Jonathan J. Scott and perhaps there was a falling out between them or perhaps Oscar thought he could make it up on tips, though steerage passengers probably did not tip well, or perhaps he was injured and couldn't perform seaman duties.
6. Oscar Scholdberg's pay was 3.0 per month. He received a 1.10 advance and a final payment of 3.1 for a total wage of 4.11 or 4 pounds, 11 shilling for this voyage to New York and back of a little over 6 weeks.
7. Oscar Scholdberg and the rest of the crew were discharged on January 19, 1870.



## Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>				4 <sup>th</sup> December 1869	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				London (M) the 19 <sup>th</sup> Day of January 1870	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Jonathan J. Scott, Mate	V.G.	V.G.	
4. Oscar Beck, Surgeon	V.G.	V.G.	
48. Oscar Scholdberg, Steerage Steward	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870

### Page 8: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
December 4th [1869]	Victoria Docks, London	George Cooper and B. ? Howard did not join. F.W. Virgo signed articles as substitutes. B. Gleadell, Master J.J. Scott, Mate

### Notes

1. No notes.

## Cella of Waterford Voyage to New York - 4 Dec 1869 to 19 Jan 1870

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

1034 B. Consulate Havre  Deposited December 8, 1869 Returned same day  Frederick Bernal HM's Consul	British Consulate New York December 31, 1869  Papers deposited here York December 30, 1869 and returned this day.  By the Consul W.J. Harpen Clerk
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 4 December 1869, the *Cella of Waterford* sailed to Havre arriving 4 days later on December 8, 1869.
3. The ship was only in Havre for the day and then sailed to New York, arriving 30 December 1869, a voyage across the Atlantic of 22 days. This was 4-5 days longer than the summer months, but may be more typical for the winter months.
4. The journey back commenced on 31 December 1869 and took 20 days arriving on January 19, 1870. Again a longer journey than in the summer and fall. In addition the stay in New York of only a day was very short, compared to previous stays of several days to a week. There must have been many passengers ready to go.

## Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Cella of Waterford</i> No: 45351</p> <p>Registered at Waterford in 1862</p> <p>1564 Tons 300 Horse Power</p> <p>The Log Book is available for this voyage.</p>	<p>On <span style="color: red;">xx</span> January 1870, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 28 January 1870 from London.</p> <p>The Log Book Commencement of Voyage was 28? January 1870 from London.</p>	<p>In the Crew Agreement, the Master described the nature of the voyage as to "London to New York".</p> <p>Ports after Oscar joined on 28 January 1870:</p> <p>On 1 February 1870, the <i>Cella of Waterford</i> docked at Havre, France to discharge and pickup passengers. They deposited and picked up their papers at the British Consulate the same day.</p> <p>On 21 February 1870, the <i>Cella of Waterford</i> deposited their papers with the British Consulate in New York.</p> <p>On 26 February 1870, the <i>Cella of Waterford</i> signed out with the British Consulate in New York.</p>	<p>The Log was given to the Shipping Master on 17 March 1870.</p> <p>On 17 March 1870, Oscar was discharged along with the rest of the crew at London.</p> <p>On 17 March 1870, he signed for his final wages of 3.2.0 for a total of 4.12.0.</p>	<p>Knut Oscar Scholdberg listed his age as 33 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed this time in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined as Steerage Steward. His wages were 3.0 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Good for both General Conduct and Ability in Seamanship.</p> <p>Oscar listed the <i>Cella of Waterford</i> as his last ship and a date of 1870 as his last discharge.</p>

### Notes

1. The *Cella of Waterford* was a combined four masted sail and steamship.
2. Dates indicated in red could not be determined because not all voyage documents have been obtained. Someday the microfilm for the *Cella of Waterford* voyages for 1870 should be obtained as there were likely other 1870 *Cella of Waterford* voyages Oscar Scholdberg crewed on during that year before switching to the *Fenella of London* in April 1871.

## Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870

Agreement and Account of Crew					Agreement No. 20141
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Cella	45351	Waterford	9, 1862	1567	1100
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
A.G. Robinson	Waterford	Benj. Gleadell	5656	On Board	4.5.0 - [unreadable date]
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	Agreement and Account of Crew Initiated by
28/1/70	London	17/3/70	London	17/3/70	<i>B. Gleadell, Master</i>

### Notes

1. In the Crew Agreement, the Master entered: 18 are engaged as Sailors... and described a "Voyage From London to New York via any places on the Continent of Europe and United Kingdom. Hence to any of the places in the United States of America, British North America Provinces, and West Indies and back to the port of final discharge of Cargo in the United Kingdom. Length of Voyage not to exceed six months."

## Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870

Agreement and Account of Crew Name of Ship: Cella Agreement No. 20141						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
50. <i>Oscar Scholdberg</i>	33	Sweden	Cella [of] Waterford, 1870, London	28 January 1870 at London	Steerage Steward	29 <sup>th</sup> 7 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.0	1.10		17/3/70 London, Discharged		3.2	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg.
2. The ship, date, and place of discharge from the ship in which last served was the *Cella of Waterford* in 1870 in London. The full date might be written but the copy was very light.
3. The Date and Time to be on board is January 29<sup>th</sup> at 7 a.m.
4. Oscar Scholdberg and the rest of the crew were discharged on March 17, 1870.
5. Oscar Scholdberg's pay was 3.0 per month. He received a 1.10 advance and a final payment of 3.2 for a total wage of 4.12 or 4 pounds, 12 shilling for this voyage to New York and back of a little over 6 weeks. His wage was down about two pounds compared with previous voyages as 2nd Master.

## Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. Cella	45351	Waterford	1567	B. Gleadell	5656
<b>Date of Commencement of Voyage</b>					
<b>Nature of the Voyage or Employment</b>					
<b>Delivered to the Shipping Master of the Port of</b>					

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
xx. Oscar Scholdberg, Steerage Steward [possibly the script is Steerage Servant]	G	G	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870

Page 8: Official Log of the *Cella S.S.*

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament

**Notes**

1. The Log Book was not included in the information available. Someday the microfilm for 1870 should be obtained.



## Cella of Waterford Voyage to New York - 29 Jan 1870 to 17 Mar 1870

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

92 British Consulate Havre  Deposited February 1, 1870 Returned same day  Frederick Bernal Her Majesty's Consul Havre	British Consulate New York Feb'y 26th 1870  Papers deposited here York Feb'y 21st 1870 and returned this day.  By the Consul ? Bengergo? Clerk
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. After leaving London on 29 January 1870, the *Cella of Waterford* sailed to Havre arriving 3 days later on 1 February 1870.
3. The ship was only in Havre for the day and then sailed to New York, arriving 21 February 1870, a voyage across the Atlantic of 20 days. This was 2-3 days longer than the summer months, but may be more typical for the winter months.
4. The journey back commenced on 26 February 1870 and took 19 days arriving on 17 March 1870. Again a slightly longer journey than in the summer and fall.

## Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Fenella of London</i> No: 63645</p> <p>Registered at London in 1870</p> <p>812 Tons 190 Horse Power</p> <p>As of 2008, there are no known photographs of the <i>Fenella of London</i>.</p> <p>The Log Book is available for this voyage.</p>	<p>On 11 April 1870, the Master signed the Crew Agreement.</p> <p>The Crew Agreement's Commencement of Voyage was 12 April 1870 from London.</p> <p>The Log Book Commencement of Voyage was 12 April 1871 from London.</p> <p>Oscar Scholdberg joined on 12 April 1870 in London and was to be on board at once.</p>	<p>In the Log Book, the Master described the nature of the voyage as "Black Sea".</p> <p>3 May 1871 Malta</p> <p>13 May 1871 deposited papers in Taganrog</p> <p>5 June 1871 papers were returned in Taganrog</p> <p>17 June 1871 Malta</p> <p>7 July 1871 Antwerp</p>	<p>The Log was given to the Shipping Master on 10 July 1871 at South Shields.</p> <p>On 10 July 1871, Oscar was discharged along with the rest of the crew at South Shields.</p> <p>On 10 July 1871, he signed for his final wages of 5.13.9 for a total of 6.26.18.</p>	<p>On the Crew Agreement, Knut Oscar Scholdberg listed his age as 34 and his place of birth as Sweden, which matches a supposed date of birth of 13 January 1837 in Sweden.</p> <p>Oscar is listed in the Crew Agreement as <i>Oscar Scholdberg</i>. He joined as an Able Bodied Seaman. His wages were 3.7.6 per calendar month.</p> <p>Oscar Scholdberg's Character Report indicated Very Good for both General Conduct and Ability in Seamanship.</p> <p>On the Crew Agreement, Oscar listed the <i>Cella of Waterford</i> as his last ship and a date of 1870 as his last discharge.</p>

### Notes

1. The *Fenella of London* is thought to be an iron hulled combined sail and steamship.
2. Record Source: Memorial University of Newfoundland  
Date Obtained: March 2009
3. Oscar listed the *Cella of Waterford* as his last ship and a date of 1870 as his last discharge. It is possible the previous voyage on the *Cella of Waterford* ending 17 March 1870 (see above) was not Oscar's last *Cella of Waterford* voyage. See *Additional Voyage Research* in the Table of Contents.

## Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871

Agreement and Account of Crew					Agreement No. 22356
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Fenella	63645	London	168/1870	812	190
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
John Feninck Lons	London Coal Exchange	Charles S. Barbe Williams	23856	On Board	2.10.0 11/7/71
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
April 12, 1871	London	10 <sup>th</sup> July 1871	South Shields	10 <sup>th</sup> July 1871	<i>Charles Williams, Master 11 April 1871</i>

### Notes

1. In the Crew Agreement, the Master entered: [can't read the number] are engaged as Sailors... and described a Voyage From London to any Ports and Places in the United Kingdom and the Continent of Europe thence to any port in the Mediterranean Sea. Hence to any of the places in Black Baltic and White Seas, Sea of Azov, the United States of America, Canadian? Portland and Galveston inclusive of the British North American Provinces and if required the Suez Canal to any port and places in the India and China Seas and Straits and back to the port of final discharge of cargo in the United Kingdom.. Length of Voyage not to exceed twelve months.

## Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871

Agreement and Account of Crew Name of Ship: Fenella Agreement No. 22356						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
11. <i>Oscar Scholdberg</i>	34	Sweden	Cella of Waterford 1870	12 <sup>th</sup> April London	A. B. (Able Bodied Seaman)	At Once
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.7.6	1.13.9		10/7/71 South Shields		5.13.9	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 11th in the list.
2. South Shields is on the River Tyne over 250 miles north of London, and about 10 miles east of Newcastle.
3. Oscar Scholdberg's pay was 3.7.6 per month. He received a 1.13.9 advance and a final payment of 5.13.9 for a total wage of 6.26.18 or 6 pounds, 26 shilling and 18 pence for this 3 month voyage to the Black Sea.

## Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Fenella	63645	London	812	Charles K. Barbe Williams	23856
<b>Date of Commencement of Voyage</b>				April 12, 1871	
<b>Nature of the Voyage or Employment</b>				Black Sea	
<b>Delivered to the Shipping Master of the Port of</b>				South Shields 10 July 1871	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Edwin Harding, Mate	VG	VG	
11. Oscar Scholdberg, ABS	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871

### Page 8-9: Official Log

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
May 4th [18]71	Malta	John Hepburn, 3 <sup>rd</sup> Engineer was duly discharged here on account of illness. C.K. Barbe Williams, Master Edwin Hardy, Mate
May 4th [1871] 10 am		It was reported to me that a man had stored himself away in the lower Fore Deck platform? Searching the same, discoursed a man who says? his name as John Hilton. The reason why he had stored himself away was that he wished to leave Malta and had no other means of getting away. C.K. Barbe Williams, Master Edwin Hardy, Mate
May 10 <sup>th</sup> [1871] 6:30 am	Lat 42° 48' N Long 32° 02' E	Fred Hallard O.S. while <b>remfloged?</b> working cords out of Middle <b>..nrve</b> in to the <b>Backest?</b> fell down the hold, shaking himself severely and cutting his head and also injuring his arm, was laid aft in <b>consequences?</b> . He received every attention. C.K. Barbe Williams, Master Edwin Hardy, Mate
May 29 <sup>th</sup> [1871]	Taganrog	Fred Hallard having recovered from his fall returned to his duty. C.K. Barbe Williams, Master Edwin Hardy, Mate
July 6 <sup>th</sup> , [1871]	Antwerp	Thomas McGarren and David Groron, Firemen were duly discharged before the Consul this day by mutual consent. C.K. Barbe Williams, Master Edwin Hardy, Mate

### Notes

1. Fred Hallard position was Ordinary Seaman, abbreviated as O.S.
2. Taganrog is located in located on the north shore of Taganrog Bay (Sea of Azov) which is to the north of the Black Sea. Now in Russia and probably the same in 1868. To reach Taganrog, the ship and our Oscar Scholdberg would have traveled through the Straits of Gibraltar, past Sicily, past Athens and the Aegean Sea, past Istanbul and through the Bosphorus Strait, across most of the Black Sea, past Crimea and finally across the Sea of Azov to Taganrog which is at the northwest corner. By land it is over 2000 miles but probably about 3000 miles by sea.

3. Red lettered words are guesses.

## Fenella of London Voyage to the Black Sea - 12 Apr 1871 to 10 July 1871

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

<p>I hereby certify that the within named John Hepburn has been discharged and left behind at this Port on the alleged ground of inability to proceed from his sickness and I have inquired into the matter and found that the allegation is true, and that I have given my sanction to his being so left, and that the sum of £ 1.10.8 being the balance of wages due to him up to this day has duly been paid to me, and that his effects have duly been delivered into the store of this office.</p> <p>I further certify that I have sanctioned the engagement of John Taylor upon the terms mentioned written agreement, that I have ascertained and satisfied that the said individual fully understands the said agreement, and that he has signed the same in my presence.</p> <p>Dated at Malta Harbor, this 3 day of May 1871. Fee paid 4/ M. Caluaua Malta? Superintendent of the Ports</p>	<p>I hereby certify that I have sanctioned the engagement of John Hepburn upon the terms mentioned in the within written agreement, that I have ascertained and am satisfied that the said individual fully understands the said agreement and he has signed the same in my presence.</p> <p>Date at Malta Harbor, this 17 day of June 1871. Fee paid 2 Caluaua? Malta? Superintendent of the Ports</p>
<p>British Consulate Taganrog Deposited May 13, 1871 Returned June 5, 1871 J. Marrerther Consul</p>	<p>British Consulate Antwerp 7/7/71 I hereby certify that Thomas McGarren, Daviot Gronon were discharged and paid off on the dates within mentioned at this Port with my sanction. P. L Zeathace Consul</p>

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. The *Fenella of London* first documented stop was at Malta, just south of Sicily on May 3, almost a month after leaving London. However, it is likely the ship made other stops in the United Kingdom and shipboard records were not made since only Consulate entries were required.



3. It is very possible they only stopped in Malta to discharge John Hepburn who had become ill.
4. The primary destination appears to be Taganrog a port city on the Sea of Azov, just north of the Black Sea. The *Fenella of London* arrived May 13 only 10 days after leaving Malta. The ship and crew then spent 3 weeks in Taganrog. It is unknown what goods they brought there or brought back. On June 17, they stopped again in Malta and picked up John Hepburn for the return to England.
5. On July 7, 1871 they stopped in Antwerp, Belgium and dropped off two men.

## Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Aquila of London</i> No: 65557</p> <p>Registered at London in 1871</p> <p>Iron Hull Steam Ship, Single Screw, 98 HP</p> <p>Built: London in 1871 by Laing James &amp; Sons Ltd. (Sir James Laing &amp; Sons),</p> <p>Owners: H. S. Mackenzie</p> <p>Dimensions: 221.1' x 30.1' 654 Tons</p> <p>Master: Benjamin B. Stark</p> <p>The Log Book is available for this voyage.</p>	<p>On 11 Aug 1871, the Master signed Crew Agreement 25428.</p> <p>The Crew Agreement Commencement of Voyage was 11 Aug 1871 from North Shields.</p> <p>The Log Book Commencement of Voyage was on 11 Aug 1871.</p> <p>On 8 Sep 1871 there was a collision with the <i>Jupiter</i>. Oscar was not on board at this time.</p> <p>After visiting various ports the ship returned to North Shields on 18 Oct 1871</p> <p><i>Oscar Scholdberg joined the ship on 18 Oct 1871 in North Shields, England. He went on board at once.</i></p>	<p>In the log, the Master described the nature of the voyage as to the Baltic.</p> <p>Ports after Oscar joined on 18 Oct 1871:</p> <p>On 25 Oct 1871, the <i>Aquila of London</i> arrived at the British Consulate at Stettin (Swinemünde Office). Then in Prussia and now in Poland.</p> <p>On 26 Oct 1871, the <i>Aquila of London</i> picked up their ship's papers from the Port of Swinemünde and sailed.</p> <p>On 30 October 1871, the <i>Aquila of London</i> arrived at Riga, Latvia.</p> <p>On 4 Nov 1871, the <i>Aquila of London</i> cleared Riga.</p>	<p>The voyage terminated on 20 Nov 1871 at the London Docks.</p> <p>On 21 Nov the Lists of Crew was given to the Superintendent and the Log given to the Shipping Master.</p> <p>On 22 Nov 1871, Oscar was discharged along with the rest of the crew at London. He signed for 2.1.0 of wages.</p>	<p>On the Crew Agreement, Oscar listed his age as 35 and his place of birth as Sweden. This suggests a year of birth of about 1836.</p> <p>Oscar signed the crew agreement as <i>Oscar Scholdberg</i>.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman. His wages were 3.10.0 per calendar month with a 1.15.0 advancement.</p> <p>Oscar Scholdberg's Character Report indicated Very Good for both General Conduct and Ability in Seamanship.</p> <p>On the Crew Agreement, Oscar listed the <i>Fenella of London</i> in 1871 as his last ship.</p>

## Notes

1. The *Aquila of London* appears to be an iron hulled combined sail and steamship. It sunk in 1875 after a collision near Hull.
2. Record Source: Memorial University of Newfoundland  
Record Reference No:  
Date Obtained: 1997
3. While this voyage began on 11 August 1871, Oscar Scholdberg did not join until 18 October 1871.

## Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871

Agreement and Account of Crew					Agreement No. 25428
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
S.S. Aquila	65557	London	35 / 1871	654	98
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Gilbert Porteous Senier	117 Leadenhall St. London	<i>Benj. B. Stark, Master</i>	12369	92 Linskill St. N. Shields	2.10.0 11/7/71
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
11/8/71	N. Shields	20/11/71	London	20/11/71	<i>Benj. B. Stark, Master</i>

### Notes

1. In the Crew Agreement, the Master entered: [can't read the number] are engaged as Sailors... and described a: Voyage from North Shields in the United Kingdom and any ports in the Mediterranean Sea, Black Sea, Aquila Sea of As, Spain, Portugal, Malta, Baltic, and adjacent Baltic States, and backwards and forwards to required the 31st day of December and any port in the United Kingdom after that date.

## Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871

Agreement and Account of Crew Name of Ship: Aquila Agreement No. 25428						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
27. Oscar Scholdberg	35	Sweden	Fenella London 1871	18/10/71 at N. Shields	A. B. (Able Bodied Seaman)	At Once
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.10	1.15		22/11/71 London		2.1.0	Oscar Scholdberg

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 27th in the list.
2. While the voyage began on 11 August 1872, Oscar was a substitute who came on board at North Shields on 18 Oct 1871. He was discharged at London on 22 Nov 1871.
3. North Shields is on the River Tyne over 250 miles north of London, and about 10 miles east of Newcastle. It was thought that Oscar lived in Poplar, East of London at the time. So either he traveled a great distance to find work or he temporarily moved his family to the South Shields area.
4. The pay per month was 3 pounds and 10 shillings.
5. On 18 October 1871, Oscar stated in the *Aquila of London* Crew Agreement that his previous ship was the Fenella of London in 1871. The records were checked for two voyages of the *Fenella of London* between Oscar Scholdberg's 10 July 1871 *Fenella of London* discharge and his 18 October 1871 crew agreement on the *Aquila of London*. The *Fenella of London* voyages reviewed were from 12 July to 5 August 1871 and from 15 August to 6 October 1871. The timing was such that he might have been on board; however, his name was not found on the crew list. Thus it would appear that he was at home in Poplar from 10 July to 18 October 1871. In a way, this is surprising given the better weather.

## Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Aquila SS	65557	London	654	Benjamin Blackburn Stark	12,369
<b>Date of Commencement of Voyage</b>				August 11 <sup>th</sup> 1871	
<b>Nature of the Voyage or Employment</b>				Baltic	
<b>Delivered to the Shipping Master of the Port of</b>				London Dock 21 Nov 1871	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. W.H. Longhurst, Chief Officer	VG	VG	
25. Oscar Scholdberg, AB	VG	VG	
26. John Daires, AB	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

### Notes

1. On the night of September 8 at 10 p.m. and before Oscar joined the ship, the *Aquila of London* ran into the side of a large ship, the *Jupiter of Arundel*. After inspecting the damage to the other ship, the Master "gave the captain the name of our ship and owner's address and proceeded on our passage." Additional details not included in these excerpts are in the Official Log for 8 Sep 1871.

## Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871

### Page 10-11: Official Log

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
October 18th 1871	North Shields	Joseph Quiney was discharged before the shipping master. B.B. Stark
October 18th 1871	North Shields	Daniel Morrison seaman who was shipped in the room of William Daires never joined the ship. B.B. Stark
October 18th 1871	North Shields	Shifted Oscar Scholdberg and John Daires Seaman in the room, William Daires and Joseph Quiney. B.B. Stark
October 18th 1871	North Shields	John Crank, Steward was shipped in the room of Walter Cambell. B.B. Stark

### Notes

1. Oscar Scholdberg joined the ship on its continuing voyage on 18 October 1871 at North Shields. The notation of Oscar Scholdberg moving into that room was perhaps nothing more than a way to keep track of who was in that room. Since Oscar joined the ship that day, it appears to be his initial room assignment.
2. From the list of names in the log, it appears that Oscar Scholdberg and John Crank joined on this continuing voyage due to the discharge and lack of joining of two others.

## Aquila of London Voyage to the Baltic - 11 Aug 1871 to 20 Nov 1871

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
British Consulate Stettin (Swinemünde Office) Ship entered Port of Swinemünde: October 25 <sup>th</sup> 1871 Ship's Papers delivered: October 25 <sup>th</sup> 1871 Ship's Papers returned: October 26 <sup>th</sup> 1871	British Consulate Riga Arrived: 30 October 1871 Cleared: 4 Nov 1871
Two Additional Entries: (See Comment below)	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. The entry excerpts above are only after Oscar joined the ship on 18 Oct 1871.
3. Swinemünde, now Świnoujście during the 1870s was a German seaport on the Baltic Sea in the then Prussian province of Pomerania. The city is now part of extreme northwest Poland but very close to the German border. The river Swine, now the Oder, connected it with Stettin, now Szczecin.
4. Riga is the capital of Latvia.
5. There are two more entries, both written in another language. One looks Russian and the city appears to be spelled Omnyemursk. The other looks Scandinavian and appears to be spelled Okenute.



## Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Aquila of London</i> No: 65557</p> <p>Registered at London in 1871</p> <p>654 Tons 98 Horse Power</p> <p>No known photographs of the <i>Aquila of London</i> are known as of 2003</p> <p>The Log Book is available for this voyage.</p>	<p>On 29 Nov 1871, the Master signed the Crew Agreement 27337.</p> <p>The Crew Agreement's Commencement of Voyage was 29 Nov 1871 from Sailor's Home, Dock St. London.</p> <p>Oscar signed the Crew Agreement on 29 Nov at London and was to be on board at 6 a.m. on 30 Nov 1871.</p> <p>On 30 Nov 1871, the <i>Aquila of London</i> was at the Millwall Dock in London.</p> <p>The Log Book Commencement of Voyage was 30 Nov 1871.</p>	<p>In the log, the Master described the nature of the voyage as to St. Naziere.</p> <p>On 5 Dec 1871, the <i>Aquila of London</i> was at Borkenhead Docks, Liverpool.</p> <p>On 8 Dec, the <i>Aquila of London</i> was at the Mersey (the river in Liverpool).</p> <p>On 12 Dec, the <i>Aquila of London</i> arrived and left St. Nazaire, France.</p>	<p>The voyage terminated on 19 Dec 1871 at Liverpool.</p> <p>On 19 Dec 1871, Oscar was discharged along with the rest of the crew at Liverpool. He signed for 0.0.0 of wages.</p> <p>On 20 Dec the Lists of Crew was given to the Superintendent and the Log given to the Shipping Master.</p>	<p>On the Crew Agreement, Oscar listed his age as 35 and his place of birth as Sweden. This suggests a year of birth of about 1836.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman. His wages were 3.10.0 per calendar month with a 1.15.0 early allotment.</p> <p>Oscar Scholdberg's Character Report indicated Very Good for both General Conduct and Ability in Seamanship.</p> <p>On the Crew Agreement, Oscar listed Continuous as his last ship, which implies he just continued on the <i>Aquila of London</i>.</p>

### Notes

1. The *Aquila of London* appears to be an iron hulled combined sail and steamship. It sunk in 1875 after a collision near Hull.
2. Record Source: Memorial University of Newfoundland  
Record Reference No:  
Date Obtained: 1997

## Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871

Agreement and Account of Crew					Agreement No. 27337
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Aquila S.S.	65557	London	35 / 1871	654	98
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Gilbert Porteous Senier	117 Leadenhall St. London	<i>Benj. B. Stark, Master</i>	12369	6 Grosvenor St. Coral Road E.	2.10.0 11/7/71
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
29.11.71	Sailor's Home Dock Street London	19.12.71	Liverpool	20.12.71	<i>Benj. B. Stark, Master</i>

### Notes

1. In the Crew Agreement, the Master entered: 14 are engaged as Sailors... and described a "Voyage from London to Liverpool from there to any parts or ports in France, Spain, Portugal, Mediterranean, Sweden, Norway, and back to official xxx of discharge in the United Kingdom and the Continent of Europe between the Elbe and Brest. Voyage no to exceed 3 months. .

## Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871

Agreement and Account of Crew Name of Ship: Aquila Agreement No. 27337						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
8. <i>Oscar Scholdberg</i>	35	Sweden	Continuous	29.11.71 London	A. B. (Able Bodied Seaman)	30.11.71 6 A.M.
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.10		1.15	19 Dec Liverpool Discharge		0.0.0	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account pertaining to Oscar Scholdberg. Oscar was 8th in the list.
2. The pay per month was 3 pounds and 10 shillings.

## Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Aquila SS	65557	London	654	Benjamin Blackburn Stark	12,369
<b>Date of Commencement of Voyage</b>				November 30 <sup>th</sup> 1871	
<b>Nature of the Voyage or Employment</b>				St. Nazaire	
<b>Delivered to the Shipping Master of the Port of</b>				Liverpool the 20 day of Dec 1871	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. W.H. Longhurst, Chief Officer	VG	VG	
7. Oscar Scholdberg, AB	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

### Notes

1. None at this time.

## Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871

### Page 8: Official Log

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
November 30, Thursday at noon	Millwall Docks, London	Edward Campbell who shipped as Foreman did not join. The ship sailed one Foreman short. B.B. Stark, Master W.H. Longhurst, Mate
Tuesday, December 5	Birkenhead Docks, Liverpool	John Barker who was shipped in the room of Edward Campbell did not join the ship. B.B. Stark, Master W.H. Longhurst, Mate
Friday, 8 December	Mersey Foundry to Liverpool	Shipped Malcolm W. Donald in the room of John Barker, Fireman B.B. Stark, Master W.H. Longhurst, Mate

### Notes

1. No notes.

## Aquila of London Voyage to France - 29 Nov 1871 to 19 Dec 1871

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British Consulate at St. Nazaire Deposited and Returned: 12 <sup>th</sup> Dec 1871	
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#### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. St. Nazaire is on the coast of France and south of Brest.

## Aquila of London Voyage to France- 21 Dec to 22 Dec 1871 - Abandoned

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Aquila of London</i> No: 65557</p> <p>Registered at London in 1871</p> <p>Iron Hull Steam Ship, Single Screw, 98 HP</p> <p>Built: London in 1871 by Laing James &amp; Sons Ltd. (Sir James Laing &amp; Sons),</p> <p>Owners: H. S. Mackenzie</p> <p>Dimensions: 221.1' x 30.1' 654 Tons</p> <p>Master: Benjamin B. Stark</p> <p>The Log Book is not available for this voyage.</p>	<p>On 21 Dec 1871, the Master signed the Crew Agreement 62678.</p> <p>The Crew Agreement's Commencement of Voyage was 21 Dec 1871 from Liverpool.</p> <p>Oscar signed the Crew Agreement on 21 Dec at Liverpool and was to be on board 22 Dec.</p> <p>On 22 Dec 1871, the voyage was abandoned.</p>	<p>The Voyage was never begun and was abandoned.</p>	<p>The voyage terminated on 22 Dec 1871 at Liverpool as abandoned.</p> <p>On 22 Dec 1871, Oscar was discharged along with the rest of the crew at Liverpool. He signed for 0.0.0 of wages.</p> <p>On 22 Dec the Lists of Crew was given to the Superintendent.</p>	<p>On the Crew Agreement, Oscar listed his age as 35 and his place of birth as Sweden. This suggests a year of birth of about 1836.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman. His wages were 3.10.0 per calendar month with a 1.15.0 early allotment.</p> <p>On the Crew Agreement, Oscar listed the <i>Aquila of London</i> 1871 as his last ship.</p>

### Notes

1. In 1997, copies of the following records were obtained from the Memorial University of Newfoundland for this voyage: Agreement and Account of Crew.
2. The *Aquila of London* appears to be an iron hulled combined sail and steamship. It sunk in 1875 after a collision near Hull.
3. This voyage was listed as abandoned. Given there was a voyage of the *Aquila of London* that Oscar was on from 20 Dec to 26 Dec 1871, it appears that this St. Nazaire, France voyage was planned but abandoned when the voyage to Glasgow came through.

## Aquila of London Voyage to France - 21 Dec to 22 Dec 1871 - Abandoned

Agreement and Account of Crew					Agreement No. 62678
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Aquila S.S.	65557	London	35 / 1871	654	98
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Porteous Senier	117 Leadenhall St. London	<i>Benj. B. Stark,</i> Master	12369	92 Linskill St. N. Shields	2.10.0 11/7/71
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
21/12/71	Liverpool	22/12/71	Liverpool, voyage abandoned	22/12/71	<i>Benj. B. Stark, Master</i>

### Notes

1. In the Crew Agreement, the Master entered: (left blank) are engaged as Sailors... and described a: Voyage from Liverpool to St. Nazaire and any places in France, Spain, Portugal, or Mediterranean Sea and back to a final port of discharge in the United Kingdom. Voyage not to exceed six months.”



## Aquila of London Voyage to France - 21 Dec to 22 Dec 1871 - Abandoned

Agreement and Account of Crew Name of Ship: Aquila Agreement No. 62678						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
9. <i>Oscar Scholdberg</i>	35	Sweden	Aquila 1871	21 Dec Liverpool	A. B. (Able Bodied Seaman)	22/12
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.10			22.12.71 Liverpool Discharge		0.0.0	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. He was 9th in the list.
2. The pay per month was 3 pounds and 10 shillings.
3. The voyage was abandoned without starting. However another voyage on the *Aquila of London* took place beginning on December 22nd to Glasgow.

## Aquila of London Voyage to France - 21 Dec to 22 Dec 1871 - Abandoned

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

Voyage Abandoned	
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. The intention was to head for St. Nazaire, France but the voyage was abandoned.

## Aquila of London Voyage to Glasgow - 20 Dec 1871 to 26 Dec 1871

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Aquila of London</i> No: 65557</p> <p>Registered at London in 1871</p> <p>Iron Hull Steam Ship, Single Screw, 98 HP</p> <p>Built: London in 1871 by Laing James &amp; Sons Ltd. (Sir James Laing &amp; Sons),</p> <p>Owners: H. S. Mackenzie</p> <p>Dimensions: 221.1' x 30.1' 654 Tons</p> <p>Master: Benjamin B. Stark</p> <p>The Log Book is not available for this voyage.</p>	<p>The voyage commenced on 20<sup>th</sup> Dec. at Liverpool.</p>	<p>The Master described the voyage as Liverpool to Glasgow.</p>	<p>The voyage terminated on 25 Dec 1871 at Glasgow.</p> <p>On 26 Dec 1871, Oscar was discharged along with the rest of the crew at Glasgow.</p> <p>On 10 Jan 1872 the Lists of Crew was given to the Shipping Master in Liverpool.</p>	<p>On the Crew Agreement, Oscar listed his age as 30 and his place of birth as Sweden. This suggests a year of birth of about 1841. This appears to be an error.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar listed the <i>Aquila of London</i> 1871 as his last ship.</p>

### Notes

1. The *Aquila of London* appears to be an iron hulled combined sail and steamship. It sunk in 1875 after a collision near Hull.
2. Record Source: Memorial University of Newfoundland  
Record Reference No:  
Date Obtained: 1997

## Aquila of London Voyage to Glasgow - 20 Dec 1871 to 26 Dec 1871

Account of Voyages and Crew of Home Trade Ship					
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Aquila S.S.	65557	London	35 / 1871	654	
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Porteous Senier	117 Leadenhall St. London	<i>B.B. Stark,</i> Master	12369	92 Linskill St. N. Shields	
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Shipping Master	I declare the above Account to be true
21/12/71	Liverpool	25/12/71	Glasgow	10 January 1872	<i>Benj. B. Stark, Master</i>

### Notes

1. In the Account of Voyages, the Master entered:  
 "From 1st July to 19th Dec. in Foreign Trade. Voyage Liverpool to Glasgow, commenced 20th, December finished 25th December. Remains to 31st December. "
2. Thus the *Aquila of London* stayed in Glasgow until the 31st of December.
3. The *Aquila of London* returned to Liverpool by 6 January 1872 as that is when B.B. Stark signed the Crew Agreement for the 6 January 1872 voyage. There were no records provided for the Glasgow to Liverpool leg of the journey but it is likely Oscar returned with the ship to Liverpool as was listed in the *Aquila of London* Crew Agreement on 6 January 1872.

## Aquila of London Voyage to Glasgow - 20 Dec 1871 to 26 Dec 1871

Agreement and Account of Crew Name of Ship: Aquila Agreement No. 27337						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
<i>Oscar Scholdberg</i>	30	Sweden	<i>Aquila of London 1871</i>	20 Dec 1871 Liverpool	A. B. (Able Bodied Seaman)	
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
			26 Dec 1871 Glasgow Discharged			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. This was a Home Trade Ship Account which did not list all the data in the Foreign Trading Account Agreement.

## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Aquila of London</i> No: 65557</p> <p>Registered at London in 1871</p> <p>Iron Hull Steam Ship, Single Screw, 98 HP</p> <p>Built: London in 1871 by Laing James &amp; Sons Ltd. (Sir James Laing &amp; Sons),</p> <p>Owners: H. S. Mackenzie</p> <p>Dimensions: 221.1' x 30.1' 654 Tons</p> <p>Master: Benjamin B. Stark</p> <p>The Log Book is available for this voyage.</p>	<p>On 6 January 1872, the Master signed the Crew Agreement 27712.</p> <p>The Crew Agreement's Commencement of Voyage was 6 January 1872 from Liverpool.</p> <p>Oscar signed the Crew Agreement on 6 January 1872 at Liverpool and was to be on board <i>6 Jan at 6 am.</i></p>	<p>The nature of the voyage was to France. The <i>Aquila of London</i> departed Birkenhead Docks, Liverpool about 12 January 1872 for St. Nazaire, France and arrived about 17 January 1872. Their articles were deposited 17 January and were returned the same day.</p> <p>It is not known when the <i>Aquila of London</i> left St. Nazaire, but it could have been around the 17th January 1872.</p> <p>About 2 February 1872 the <i>Aquila of London</i> was docked in Liverpool. It is not known if there were other ports along the way from St. Nazaire but it is likely.</p> <p>The <i>Aquila of London</i> was at the Liverpool Docks 5 February 1872 bound for Dunkirk and arrived about 13 February 1872. Their articles were deposited 13th February and were returned 22nd February.</p> <p>The <i>Aquila of London</i> departed Dunkirk about 22 February 1872 for Liverpool.</p>	<p>The Voyage Terminated on 28 February 1872 at Liverpool.</p> <p>On 28 February 1872, the Master of the <i>Aquila of London</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 35 and his place of birth as Sweden. He was actually 34, but would be 35 just 7 days later. It is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>Aquila of London</i> in [1872] as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar's wages are 3.10.0 per month with a 0.0.0 advancement.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at Liverpool on 28 February 1872. He signed with his own signature for his balance of 2.10.6.</p>

## Notes

1. The *Aquila of London* is thought to be an iron hulled combined sail and steamship.
2. Record Source: *Memorial University of Newfoundland*  
*Date Obtained: June 2009*
3. St. Nazaire, France is on the west coast of France, about 170 miles southwest of Brest.
4. Dunkirk is located in northern France and is about 6.2 miles south of the Belgian border and about 30 miles north of Calais.

## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

Agreement and Account of Crew					Agreement No. 27712
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Aquila S.S.	65557	London	35 / 1871	654	98
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Porteous Senier	117 Leadenhall St. London	<i>Benj. B. Stark,</i> Master	123 69	92 Linskill St. N. Shields	Engagement Fee: 2.0.0 Discharging Fee: 2.0.0 28/2/72
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
6 January 1872	Liverpool	28 February 1872	Liverpool	28 February 1872	<i>Benj. B. Stark, Master</i>



## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.

**Substitutes:** 1 oz of Coffee Cocoa or Chocolate may be substituted for 1/4 oz of tea. Molasses for sugar, the quantity to be one half more. 1 lb. potatoes or yams, 1/2 flour or rice, 1/3 pint of peas or 1/4 pint of barley may be substituted for each other when fresh meat is served. The proportion to be 2 lb. per man per day in the lieu of salt meat, flour, rice and peas. Beef and pork may be substituted each for the other.

	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2					1/8	1/2	2	3

And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade,

The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom 4 are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage\* ~~from~~ or voyages between the United Kingdom and France, Spain and Portugal, the Mediterranean, Black and Baltic Seas, and Continent of Europe, term of Engagement to Expire on the 30 June next or upon her first arrival after that date at a final port of discharge in the United Kingdom.

\* Here the voyage is to be described, and the place named at which the Ship is to touch, or, if that cannot be done, the general nature and probably length of the Voyage is to be stated

which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, *That the Crew shall consist of Mate, Carpenter, Bosun, Steward, Cook, 4 Seamen, 2 Engineers, 3 Firemen and 1 Boy. Seamen and Firemen mutually to assist each other. 24 hours notice to be given by either party desiring to terminate this agreement in the United Kingdom. No grog allowed.*

In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.

Signed by: *Benj. B. Stark, Master, on the 6th day of January 1872*

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\*" or voyages between the United Kingdom and France, Spain and Portugal, the Mediterranean, Black and Baltic Seas, and Continent of Europe, term of Engagement to Expire on the 30 June next or upon her first arrival after that date at a final port of discharge in the United Kingdom.
2. Though they do not appear to be unreasonable, the *Substitutes for the Provisions* are quite extensive compared to other voyages.
3. From Log entries and Consulate Certificates, the Voyage appears to be Liverpool to St. Nazaire to Liverpool to Dunkirk to Liverpool.

## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

Agreement and Account of Crew Name of Ship: Aquila Agreement No. 27712						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
10. <i>Oscar Scholdberg</i>	35	Sweden	Aquila, London 1872	6 Jan 1872 Liverpool	Able Bodied Seaman	6 Jan 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.10.0	[0.0.0]		28 Feb 1872, Liverpool, Discharged		2.10.6	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 10th in the list.
2. The full list included a Master, Chief Officer, 2nd Officer, Carpenter, Boatswain, Cook, Steward, Chief Engineer, 2nd Engineer, 4 Firemen, and 6 Able Bodied Seamen and a Boy for a total of 20.
3. The time to be on board for Oscar and the others was early in the morning the same day they signed the agreement. Probably they were on board already, and perhaps many had been there from the previous voyage on the *Aquila of London*.
4. *Bosun* or *boatswain* is the senior crewman.
5. Oscar listed his age as 35. He was actually 34, but would be 35 just 7 days later. It is believed he was born 13 Jan 1837.
6. It appears Oscar Scholdberg signed his own name on the discharge.

## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Aquila S.S.	65557	London	654	Benj. B. Stark	12,369
<b>Date of Commencement of Voyage</b>				January 6th [1872]	
<b>Nature of the Voyage or Employment</b>				Dunkirk	
<b>Delivered to the Shipping Master of the Port of</b>				Liverpool 28th day of February 1872	

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
Benj. B. Stark, Master			
1. Walter Harry Longhurst, Chief Officer	VG	VG	
2. Thomas Smith, 2nd Officer	VG	VG	
9. Oscar Scholdberg, AB	VG	VG	

\*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.

### Notes

1. The *S.S.* of *Aquila S.S.* in the Official Log I believe represented *Screw Schooner*, though later in time it tended to mean *Screw Steamer*. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull of the *Aquila S.S.* was probably iron.

## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

### Page 8: Official Log

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Thursday, January 11 [1872]	Birkenhead Docks, Liverpool	Edward Shua?, Seaman did not join the ship. Shipped Anton Beish in his room. Benj. B. Stark[Master] W.H. Longhurst [Chief Officer]

### Notes

1. None at this time.

## Aquila of London Voyage to France - 6 January 1872 to 28 Feb 1872

### Certificates - Pages 12 and 14 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British V. Consulate St. Nazaire Deposited: 17 January 1872 Returned: 17 January 1872 <i>Henry P. Sullon</i> V. Consul	Aquila S.S. British Consulate Dunkirk Agreement with Crew Deposited: 13 February 1872 Returned: 22 February 1872 <i>S. Pemay</i> for H.B. Consul
I hereby declare that no changes have taken place during my voyage to St. Nazaire or since my arrival here. <i>Benj. B. Stark</i> [Master] Liverpool 2 February 1872	
I hereby further declare that no change has taken place in the Crew, the ship being bound to Dunkirk [France] <i>Benj. B. Stark</i> [Master] 5 February 1872	
I hereby certify that the Master has complied with the requirement of the Merchant Shipping necessary for clearance, outward. <i>Jeff Farrell, pro Supt.</i> Mercantile Marine Office Liverpool Dated this 5th February 1872	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. St. Nazaire, France is on the west coast of France, about 170 miles southwest of Brest.
3. Dunkirk is located in northern France and is about 6.2 miles south of the Belgian border and about 30 miles north of Calais.

## Aquila of London Voyage - 1 March 1872

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Aquila of London</i> No: 65557</p> <p>Registered at London in 1871</p> <p>Iron Hull Steam Ship, Single Screw, 98 HP</p> <p>Built: London in 1871 by Laing James &amp; Sons Ltd. (Sir James Laing &amp; Sons),</p> <p>Owners: H. S. Mackenzie</p> <p>Dimensions: 221.1' x 30.1' 654 Tons</p> <p>Master: Benjamin B. Stark</p> <p>The Log Book is available for this voyage.</p>	<p>On 29 Feb 1872, the Master signed the Crew Agreement 64310.</p> <p>The Crew Agreement's Commencement of Voyage was 1 March 1872 from Liverpool.</p> <p>Oscar signed the Crew Agreement on 29 Feb 1872 at Liverpool and was to be on board <i>1 March at 8 am.</i></p> <p>But Oscar did not join by 10 am as was noted in the Official Log.</p>	<p>The nature of the voyage was to the West Indies.</p>	<p>The Voyage Terminated on 5 June 1872 at Liverpool.</p> <p>On 6 June 1872, the Master of the <i>Aquila of London</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 35 and his place of birth as Sweden. This is correct. It is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>Aquila of London</i> in [1872] as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar's wages are 3.0.0 per month with a 0.0.0 advancement.</p> <p>But Oscar did not join 1 March 1872 by 10 am as was noted in the Official Log. He later joined the <i>West of Liverpool</i> on 5 March 1872.</p>

### Notes

1. The *Aquila of London* is thought to be an iron hulled combined sail and steamship.
2. Record Source: *Memorial University of Newfoundland*  
*Date Obtained: June 2009*
3. It is unknown why Oscar Scholdberg did not join. He had signed and joined the day before 29 February 1872. Perhaps he had tired of the the Master, Benjamin Stark or some of the shipmates. Or perhaps there was an emergency at home he needed to attend to. Or perhaps he overslept. Another possibility is the decrease in wages to 3.0.0 from the previous voyage which were 3.10.0 per month. These were the same as 3 other Able Bodied Seamen, but one other still made

3.10.0. The *Aquila of London* voyage was primarily to Jamaica. Based on Oscar's voyages back to 1868, he had not traveled to the West Indies.

4. Since Oscar Scholdberg did not join this ship, only those records that pertain to him were transcribed.



## Aquila of London Voyage - 1 March 1872

Agreement and Account of Crew					Agreement No. 27712
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Aquila S.S.	65557	London	35 / 1871	654	98
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Porteous Senier	117 Leadenhall St. London	<i>B. B. Stark,</i> Master	12369	92 Linskill St. N. Shields	Engagement Fee: 2.0.0 Discharging Fee: 2.0.0 28/2/72
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
1 March 1872	Liverpool	5 June 1872	Liverpool	6 June 1872	<i>Benj. B. Stark, Master</i>

## Aquila of London Voyage - 1 March 1872

Agreement and Account of Crew Name of Ship: Aquila Agreement No. 27712						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
10. <i>Oscar Scholdberg</i>	35	Sweden	Aquila, London 1872	29 Feb 1872 Liverpool	Able Bodied Seaman	1 March 8 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.0.0	[0.0.0]		1 March 1872, Liverpool Did not Join			

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 10th in the list.
2. The time to be on board for Oscar and the others was at 8 am 1 March 1872. However, Oscar did not join. See Official Log.
3. Oscar listed his age as 35 which is correct. It is believed he was born 13 Jan 1837.

## Aquila of London Voyage - 1 March 1872

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Aquila S.S.	65557	London	654	Benj. Black Stark	12,369
<b>Port and Date when Voyage Commenced</b>				Liverpool, March 1st [1872]	
<b>Nature of the Voyage or Employment</b>				West Indies	
<b>Port and Date when Voyage Terminated</b>				Liverpool 6th June 1872	
<b>Delivered to the Shipping Master of the Port of</b>				Liverpool 6th June 1872	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
Benj. B. Stark, Master			
1. W.H. Longhurst, Chief Officer	VG	VG	
2. Thomas Smith, 2nd Officer	VG	VG	
9. Oscar Scholdberg, AB	VG	VG	Page 8
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

### Notes

1. The *S.S. of Aquila S.S.* in the Official Log I believe represented *Screw Schooner*, though later in time it tended to mean *Screw Steamer*. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull of the *Aquila S.S.* was probably iron.
2. It is curious that Oscar Scholdberg's Report of Character was filled in as VG given he did not join. Probably, the Master just gave everyone that grade and perhaps forgot he did not join.

## Aquila of London Voyage - 1 March 1872

### Page 8: Official Log

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
March 1st [1872] Thursday at 10 am	Liverpool Docks	Oscar Scholdberg Seaman did not join the ship. Benj. B. Stark[Master] W.H. Longhurst [Mate]

### Notes

1. Oscar Scholdberg and the others were to be on board 1 March at 8 am. It was difficult to read the log, but I believe the script is 10 am, but it could be 10 pm. Either way, Oscar did not join.
2. There are two more entries in the Official Log. These are for 7 April 1872 while in Kingston, Jamaica. Since Oscar did not join this voyage, the entries were not transcribed.

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p> <p>The Log Book is available for this voyage.</p>	<p>On 5 Mar 1872, the Master signed the Crew Agreement 26784.</p> <p>The Crew Agreement Commencement of Voyage was 5 Mar 1871 from South Shields, England.</p> <p>Oscar signed the Crew Agreement on 5 Mar and was to be on board on 6 Mar at 6 a.m.</p> <p>The Log Book Commencement of Voyage was 7 Mar 1872.</p>	<p>The Master described the nature of the voyage as to Bilbao and Shields.</p> <p>On 7 March, the <i>West of Liverpool</i> sailed from South Shields.</p> <p>On 24 March, the <i>West of Liverpool</i> was at Bilbao, Spain.</p> <p>On 6 Apr, the <i>West of Liverpool</i> was at South Shields.</p> <p>On 13 May near the Ile de Batz off the coast of Brittany the <i>West of Liverpool</i> collided with the <i>Isabella</i>, which sank the next day.</p> <p>On 15 May, the <i>West of Liverpool</i> dropped off the captain and crew of the <i>Isabella</i> at Dover.</p> <p>On 17 May, after the collision, the <i>West of Liverpool</i> returned to South Shields where Oscar and others were discharged.</p> <p>On 22 May at 4 p.m. the <i>West of Liverpool</i> was at South Shields.</p> <p>On 6 June, the <i>West of Liverpool</i> was at Cronstadt near St. Petersburg and headed for London.</p> <p>On 11 June, the <i>West of Liverpool</i> went to ground on a sandbar in dense fog off Scotland.</p> <p>On 19 June, the <i>West of Liverpool</i> was at London.</p>	<p>The voyage terminated on 4 Jul 1872 at South Shields.</p> <p>On 4 July 1872 the Lists of Crew was given to the Superintendent and the Log was given to the Shipping Master on 5 Jul 1872.</p>	<p>On the Crew Agreement, Oscar listed his age as 35 and his place of birth as Sweden. This suggests a year of birth of about 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>Aquila of London</i> in 1871 as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar's wages are 3.10.0 per calendar month with a 1.15.0 advancement.</p> <p>On the Crew Agreement, Oscar along six others are discharged at South Shields before the end of the voyage. He signed with his own signature for his balance of 5.10.8. Possibly they were cold and wet from the rescue of the <i>Isabella</i> crew.</p>

## Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland* Record Reference No: BT99/893  
Date Obtained: 1997
3. It is not clear why Oscar made the decision to join the *West of Liverpool*, especially since his previous ship the *Aquila of London* docked in Liverpool on 28 February 1872 and he rejoined on 29 February but was not on-board by 1 March at 10 am. It is possible he overslept or was not happy with the Master on the previous voyage, but by 5 March, he had transported himself from Liverpool to South Shields and to a ship he had never had experience with.

**West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872**

Agreement and Account of Crew					Agreement No. 26784
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West S.S.	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
G.P. Forwood	Roch Park, Cheshire	<i>Charles Walker</i>	16220	Mersey Street, Liverpool	1.15.0 6/7/72
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
5.3.72	South Shields	4.7.72	South Shields	4.7.72	<i>Chas Walker, Master</i>

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						When one pound of butter per man per week is issued the quantify of beef or port to be one pound per day.				
						Substitutes Equivalent Substitutes as comfort or necessity may require				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	1 gal
Monday	1		1 1/4		1/3		1/8	1/2	2	1 gal
Tuesday	1	1 1/2		1/2			1/8	1/2	2	1 gal
Wednesday	1		1 1/4		1/3		1/8	1/2	2	1 gal
Thursday	1	1 1/2		1/2			1/8	1/2	2	1 gal
Friday	1		1 1/4		1/3		1/8	1/2	2	1 gal
Saturday	1	1 1/2				1/2	1/8	1/2	2	1 gal
And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered 1.3.4.5.6.7 are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That the seaman and Fireman mutually assist each other in the general duties of the Ship as required by the Master or Officer in charge.						The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom twelve are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* or voyages trading between any ports or places in the United Kingdom, Continent of Europe, France, Spain, Portugal, Morocco, Azores, Mediterranean Sea, Black Sea, Sea of Azov, Baltic Sea or White Sea for a period ending on the final delivery of cargo in the United Kingdom on or subsequent to the 30 <sup>th</sup> of June 1872.				
						* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated.				
						In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.				
						Signed by: <i>Chas Walker, Master, on the 5<sup>th</sup> day of March 1872.</i>				



## Notes

1. In the Crew Agreement, the Master entered: 12 are engaged as Sailors... and described a "Voyage\* or voyages *trading between any ports or places in the United Kingdom, Continent of Europe, France, Spain, Portugal, Morocco, Azores, Mediterranean Sea, Black Sea, Sea of Azov, Baltic Sea or White Sea for a period ending on the final delivery of cargo in the United Kingdom on or subsequent to the 30th of June 1872.*

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

Agreement and Account of Crew Name of Ship: West Agreement No. 26784						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
<i>Oscar Scholdberg</i>	35	Sweden	Aquila London 1872	5 Mar So. Shields	A. B. (Able Bodied Seaman)	6 Mar at 6 A. M.
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
3.10	1.15		May 17 <sup>th</sup> S. Shields, Discharged		5.10.8	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 13th in the list.
2. As of 6 Mar 1872, the crew consisted of: the Master, the Mate, the Boatswain the Carpenter, the Cook/Steward, a 1st Engineer, an Assistant Engineer, a Donkey-man, 3 Firemen, a Trimmer Lamp, and 5 Able Bodied Seaman for a total of 17. It appears that the men joined the ship and signed the agreement in order of status and pay, the order being as above. Men were discharged at various times and our Oscar left on May 17, well before the termination of the voyage on 4 July, 1872.
3. A Boatswain is an officer in charge of a ship's deck crew and is responsible for the rigging, anchors, and cables.
4. South Shields is on the River Tyne over 250 miles north of London, and about 10 miles east of Newcastle. It was thought that Oscar lived in Poplar, East of London at the time. So either he traveled a great distance to find work or he temporarily moved his family to the South Shields area.
5. Oscar's pay per month was 3 pounds and 10 shillings.

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. "West"	65883	Liverpool	380	Chas Walker	16220
<b>Date of Commencement of Voyage</b>				7 <sup>th</sup> March 1872	
<b>Nature of the Voyage or Employment</b>				Bilbao and Shields	
<b>Delivered to the Shipping Master of the Port of</b>				South Shields the 5 <sup>th</sup> of July 1872 Signed: Robert Kerr, Shipping Master	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Charles Walker, Master			
2. John Preston Worrall, Mate			
13. Oscar Scholdberg, AB	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

### Page 9: Official Log of the S.S. West Shields towards Bilboa

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Wednesday March 7, 1872, 11:30 p.m.	Shields	Draught of Water 14/2 aft, 13 foot 3 forward
Saturday 24 <sup>th</sup> March, 4 p.m.	Bilbao	13 feet 9 inches aft, 9 feet 6 forward
Saturday April 6 <sup>th</sup> , 4 p.m.	South Shields	14 feet 4 inches aft, 12/8 forward
Wednesday May 22, 4 p.m.	South Shields	15 feet 3 inches aft, 14 ft 3 in forward from Shields to Cronstadt
Thursday June 6 <sup>th</sup> , 4 p.m.	Cronstadt [near St. Petersburg]	15 feet 3 inches aft, 16 ft 3 in forward from Cronstadt to London
Tuesday June 11 <sup>th</sup> , 5 a.m.	Coast of Scotland	During dense fog ship went upon the ground on a sandbank and after remaining two hours got off without damage, the sea being quite smooth, and proceeded on the voyage, the compasses being greatly at fault. Chas Walker, Master
June 19 <sup>th</sup>	London	W. Landrey Master, Theo Rogers Mate, and E. Dolye AB shipped in the place of Charles Walker Master. John Preston Worrall Mate and George Young AB who left. W. Landrey Master James Evans

### Notes

1. Cronstadt, now Kronstadt is located near St. Petersburg.
2. William Landrey became the new Master on 19 June 1872 in London.

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

Pages 10-11		Official Log of the S.S. West - Shields towards Bilboa
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Monday, May 13 <sup>th</sup> , 1872, 10:50 p.m.	Latitude: 49 00 North Longitude: 4 11 West  Draught of water: 14-4 aft, 12/8 forward	<p>Fresh breezes and cloudy weather with occasional heavy showers of rain and a high crop sea. Very dark, Isle de Bas [Batz] light bore south 15 miles distance over masthead and sidelights burning splendidly. We collided with a small schooner who had no lights up. On the watch, thus on the Bridge Deck, the Chief Mate, and three men. One man at the wheel, and two on the lookout as soon, as she was observed the engines were stopped and reversed full speed, but too late to evade the collision.</p> <p>We lowered the boat and sent him with men and the 2<sup>nd</sup> mate to render assist[ance]. The boat shortly returned with the crew of the schooner, the captain, mate, and three men with a passenger. I sent the boat with the chief mate in charge to see and find the vessel and ascertain what condition she was in. They found her but the sea there so rough, and the night very dark and she was rolling so heavily, the men were afraid to stay on board of her.</p> <p>We lay to until daylight 4 A.M. May 14<sup>th</sup> to see what condition she was in, and what could be done with her.</p>
Tuesday, May 14 <sup>th</sup> , 1872, 4 a.m.		<p>If she was afloat, sent a boat to her at 4 A.M. She seemed waterlogged and rolling heavily but before the boat could reach her, her hatches burst or blew up and she turned on her broadside. With her masts in the water and casks of wine was floating out of her. She was loaded with wine. The sea was so rough we could save nothing belonging to her but the crew. At 5 A.M. proceeded on own voyage. Her name is Mas "Isabella" Dars (île deres, Captain Penterote.</p> <p>Chas Walker, Master</p>
Wednesday, May 15 <sup>th</sup> , 5:20 p.m.	Dover	<p>Landed the Captain and the crew of the French Schooner "Isabella" that we picked up at Sea at Dover in a Shore Boat.</p> <p>Chas Walker, Master</p>

### Notes

1. The entries for the 13th, 14th, and 15th of May were made on pages 10 and 11, separate from going and out of ports.
2. In the log transcription, some various spellings and punctuation marks were fixed to improved readability.
3. Oscar Scholdberg was one of only five Able Bodied Seaman on the ship. Thus chances are high he was part of one or all of the following:  
1) the rescue crew to the *Isabella* and the return row to her to investigate on the night of the May 13th, 2) the next row at 4 a.m. when the *Isabella* blew up, and 3) the shore boat crew that dropped off the French crew in Dover.
4. On 17 May 1872, the *West of Liverpool* returned to South Shields where Oscar and three other Able Bodied Seamen, 2 Firemen, and an Donkeyman were discharged. Perhaps he was injured or chilled as part of the *Isabella* rescue. Or perhaps via telegraph he learned that his 2nd son, Charles Edward who was born the previous August, died 19 March 1872 and he asked for an early discharge to be with his grieving wife.

## West of Liverpool Voyage to Spain - 5 Mar 1872 to 4 July 1872

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

Obtain Certificates at a future time.

#### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. At the time the Crew Agreement records were obtained, the Certificates were not. They are probably available.

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>Mazeppa of London</i> No: 65693 Registered at London 1872 922 Tons 190 HP The <i>Mazeppa of London</i> was a 3 masted schooner with a single screw boiler and engine at 78.3x9.1x5.2 meters and built by Palmer's Shipbuilding &amp; Iron Co. Ltd at Newcastle-upon-Tyne. The S.S. <i>Mazeppa</i> ran aground and wrecked at Flamborough Head in 1914. There are some photographs on the internet of the <i>Mazeppa of London</i>. See <a href="http://www.wrecksite.eu/wreck.aspx?65603">http://www.wrecksite.eu/wreck.aspx?65603</a></p>	<p>On 28 May 1872, the Master signed the Crew Agreement 61534.</p> <p>The Crew Agreement's Commencement of Voyage was 27 May 1872 from Shields.</p> <p>Oscar signed the Crew Agreement on 28 May 1872 So. Shields and was to be on board 27 May which is a little odd.</p>	<p>The nature of the voyage was to the Baltic.</p> <p>The <i>Mazeppa of London</i> departed So. Shields 31 May 1872 at 11 am for Swinemünde, then in Germany and arrived on 4 June 1872. Their articles were deposited 4 June and were returned 5 June according to the consul but must have been 4 June as per the Official Log.</p> <p>On 3 June 1872, on the way to Swinemünde, the <i>Mazeppa of London</i> had a collision off the coast of Dragor, Denmark with the S.S. <i>Kent of Hull</i>.</p> <p>The <i>Mazeppa of London</i> departed Swinemünde 4 June 1872 at 6 pm for Uddewalla, Sweden and arrived about 7 June 1872. Their articles were deposited 7 June and were returned 8 June.</p> <p>The <i>Mazeppa of London</i> departed Uddewalla, now Uddevalla 9 June 1872 at 5 pm for London arriving 12 June.</p>	<p>The Voyage Terminated on 12 June 1872 at London.</p> <p>On 13 June 1872, the Master of the <i>Mazeppa of London</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 35 and his place of birth as Sweden. This is correct as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in [1872] as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as boatsn, a form of boatswain.</p> <p>On the Crew Agreement, Oscar's wages are 1.12.0 per week.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at London on 12 June 1873. He signed with his own signature for his balance of 2.4.11.</p>



## Notes

1. The *Mazeppa of London* was a three masted screw schooner with an 190 HP steam driven engine. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. Of all Oscar Scholdberg's voyages between 1868-1875, this is the only voyage that docked in his native Sweden. The *Mazeppa of London* arrived in Uddewalla, Sweden (now spelled Uddevalla) about 7 June 1872 and departed 9 June. Given a couple of days there Oscar would likely have walked around some and interacted with people in his native language. His birth city is believed to be Jämshög which is several hundred miles away. His parents had both passed away by 1872.

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

Agreement and Account of Crew					Agreement No. 61534
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
Mazeppa	61534	London	119 / 1872	922	190
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
John Fenwick & Son	44 Coal Exchange, London	G.T. Martin	27,405	on board	Engagement Fee: 2.15.0 Discharging Fee: 2.15.0 13/6/72
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
27 May 1872	Shields	12 June 1872	London	13 June 1872	<i>G.T. Martin, Master</i>

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

<p>Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.</p>	<p>Crew to find their own provisions.</p>																																																																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Bread lb.</th> <th style="width: 10%;">Beef lb.</th> <th style="width: 10%;">Pork lb.</th> <th style="width: 10%;">Flour lb.</th> <th style="width: 10%;">Peas Pint</th> <th style="width: 10%;">Rice lb.</th> <th style="width: 10%;">Tea oz</th> <th style="width: 10%;">Coffee oz</th> <th style="width: 10%;">Sugar oz</th> <th style="width: 10%;">Water qts</th> </tr> </thead> <tbody> <tr><td>Sunday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Monday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Tuesday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Wednesday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Thursday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Friday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Saturday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>		Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts	Sunday											Monday											Tuesday											Wednesday											Thursday											Friday											Saturday											
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<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That (if any member of the crew is not on board at time appointed the Master can employ a substitute forthwith). <i>the Seamen and Firemen mutually assist each other in the general duties of the Ship as required by the Master or Officer in charge.</i></p>	<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>eighteen</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>the Tyne to Swinemünde and, if required, to any ports places in the Baltic Sea, North Sea, or North coast of Europe; then to a final port of discharge in the United Kingdom; probable length of the voyage three months.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: right;">Signed by: <i>G. T. Martin, Master, on the 28th day of May 1872</i></p>																																																																																								

### Notes

1. In the Crew Agreement, the Master entered: and described a “Voyage\* from the Tyne to Swinemünde and, if required, to any ports

places in the Baltic Sea, North Sea, or North coast of Europe; then to a final port of discharge in the United Kingdom; probable length of the voyage three months.

2. From the Log entries and Consulate Certificates, the Voyage appears to be So Shields to Swinemünde, Germany to Uddewalla, Sweden to London.
3. Swinemünde, now Świnoujście during the 1870s was a German seaport on the Baltic Sea in the then Prussian province of Pomerania. The city is now part of extreme northwest Poland but very close to the German border. The river Swine, now the Oder, connected it with Stettin, now Szczecin.
4. Uddewalla, now Uddevalla is located on the western shore of Sweden just south of Norway.
5. South Shields is on the river Tyne. For a point of reference, Newcastle upon the Tyne is about 10 miles up-river.
6. In the Scale of Provisions is written *Crew to find their own provisions*. There was a Cook and Steward on board. It is not clear what this means. The alternative of the crew having to purchase, store and prepare their meals seems impossible to deal with. Thus there must be another interpretation.

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

Agreement and Account of Crew Name of Ship: Mazeppa Agreement No. 61534						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
4. <i>Oscar Scholdberg</i>	35	Sweden	West Liverpool 1872	28 May 1872 So. Shields	Boatsn [sp?]	27 May
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
1.12.0 per week	[0.0.0]		12 June 1872, South Shields, Discharged		2.4.11	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 4th in the list.
2. The full list included a Master, Mate, 2nd Mate, 3rd Mate, Carpenter, Cook, Steward, Boatswain, Engineer, 2nd Engineer, Assistant Engineer, 5 Firemen, and 7 Able Bodied Seamen and a Boy for a total of 24.
3. The time to be on board for Oscar is before he joined the ship, but the same was so for a number of others. Perhaps the Master, just lined them up and got around to the paperwork the next day.
4. Oscar is engaged as a *boatsn*. This is short for *bosun* or *boatswain* which is the senior crewman. In this time-period, Oscar generally was an AB or Able Bodied Seaman, thus a slightly higher position.
5. Oscar listed his age as 35. This is correct as it is believed he was born 13 Jan 1837.
6. There were several others onboard who had previously crewed on the *West of Liverpool*. Oscar and some mates had discharged early from the *West of Liverpool* on 17 May 1872 at South Shields. Perhaps they were all looking about for something and helped each other obtain new employment.
7. Oscar's pay was 1.12.0 or 1 pound, 12 shillings, and 0 pence per week. Since there was no advance, it appears his final pay should be a bit higher as 15 days transpired. Either he received a small advance not recorded or the number of paid days are different than from

joining the ship. It is possible the men were paid only from the actual departure which was on 31 May.

8. It appears Oscar Scholdberg signed his own name on the discharge.

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Mazeppa	65693	London	922	G.T. Martin	27,405
<b>Date of Commencement of Voyage</b>				27 May 1872	
<b>Nature of the Voyage or Employment</b>				Baltic	
<b>Delivered to the Shipping Master of the Port of</b>				London 13th day of June 1872	

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
G.T. Martin, Master			
1. E.D. Godfray, Mate	VG	VG	
2. G. Spinget, 2nd Mate	VG	VG	
3. Oscar Scholdberg, Boatsn	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

### Notes

1. The Crew Agreement and the Official Log indicate the Voyage Commencement as 27 May 1872, but the Official Log also indicates the ship left So. Shields on 31 May. In general I have used the Crew Agreement Commencement of Voyage to title the Voyages. I believe this is the date from which the crew signed on and was paid which is different than when the ship left port.

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

### Page 8: Official Log of the Mazeppa from Shields to Swinemünde

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
May 31st [1872] 11 AM	Shields	Left Tyne Dock draft of water 17 ft/4 inches aft; 15 ft 0 inches forward G.T. Martin, Master E.D. Godfray, Mate

### Notes

- Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.



## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

### Pages 8-11: Official Log of the Mazeppa from Shields to Swinemünde

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
June 3rd [1872] 5:40 AM	Off Dragor [Denmark]	<p>At 2h 45 a.m arrived at Elsinore and stopped engines and took pilot on board, proceeded and at 5:40 am stopped the engines to land pilot off Dragor. When the <i>S.S. Kent of Hull</i> belonging to Messrs. Bailey &amp; Leatham, which had been in company with us all night came up on our Starboard side and stopped his engines, likewise to land pilot. He gradually forged ahead of our vessel, we being nearly dead stopped. Where on our starboard bow he put his helm hard a-starboard lying his vessel across our bow. Our master being in charge ordered our helm hard a-starboard and hailed the <i>Kent</i> twice to know what he was doing, and also told him to go ahead and avoid collision. He replied alright but did not do so for one ore two minutes, when he went ahead slow, at the time of harking the <i>Kent</i>, our master ordered our engineers full speed astern which was immediately done but his port quarter came into collision with our starboard anchor stock bend the source and drawing two wing bolts out of the deck for lashing anchor, and also slightly bending the top plate of the top gallant forecastle on the way of our anchor. Both vessels immediately cleared each other, the <i>Kent</i> passing ahead and at the same time a little on the port bow, our vessel then having stern way. At 6h A.M. landed the pilot and proceeded on our voyage. The collision was entirely attributable to the <i>Kent</i> trying to cross our bow. The <i>Kent</i> damage was apparently only a boats davit and four stanchions and piece of quarter sail broke. He proceeded without speaking to me.</p> <p>G.T. Martin, Master  G. Spinget, 2nd Mate  William Harvey, AB  Man at Wheel, James Murray, AB</p>

### Notes

1. The June 3 Entry off Dragor spans Official Log Pages 8-11. It was transcribed here in its entirety for easier reading.
2. Helsingør (Danish pronunciation) often known in English-speaking countries as Elsinore, is a city on the northeast coast of the island of Zealand in eastern Denmark. It is about 40-50 sea miles to Dragor.

3. Dragør is on the southeastern coast of the island of Amager, and is located 12 km from central Copenhagen. Thus by 3 June they had sailed around Denmark and just into the Baltic Sea.
4. The pilot referred to above is a mariner who is transported on board to maneuver a ship through dangerous or congested waters or into a port or harbor in which he has expert knowledge. It appears the *Mazeppa of London* took on a pilot at Elsinore to guide them through the narrow shipping lanes to Dragør near Copenhagen.
5. *a-starboard*: toward or on the starboard side of a ship. At the time of sailing ships and the use of tillers, if the helmsman put his tiller to the right (starboard) the ship would turn left. With the use of rudders, turning the wheel right or to the starboard would make the vessel turn right. There is a controversy concerning the Titanic on this issue of whether the helmsman interpreted the “hard a-starboard” command correctly. But in an internet quote, it indicated all crew, both sailors and officers were trained to use *Tiller Orders* until international standards were changed in 1933.
6. Thus it appears the *Kent* which was initially to the right of *Mazeppa* turned left and across the bow of the *Mazeppa* of London. The *Mazeppa* then also went hard a-starboard meaning it also turned left (the object is for them to stay parallel). This is considered the safer move as turning right could have caused the bow of the *Mazeppa* to ram the helm area of the *Kent*.
7. *top gallant forecastle*: an extra deck above the forecastle in the bow of a ship
8. *davit*: a small crane on board ship
9. *stanchion*: upright post forming a support

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

### Page 11: Official Log of the Mazeppa from Shields to Swinemünde

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
June 4th, 1872	Swinemünde	Produced to me Swinemünde [Germany] <i>J.A. Baumann</i> British Consular Agent (includes Consular Stamp for <i>Swinemünde</i> )
June 4th, 1872	Swinemünde, [Germany]	Left Swinemünde 6 pm Draft 12 ft Aft; 8 ft Forward G.T. Martin, Master E.D. Godfray, Mate
June 9th, 1872	Uddewalla [Sweden]	Left Swinemünde 5 pm Draft 15 ft 6 inches Fore and Aft G.T. Martin, Master E.D. Godfray, Mate

### Notes

1. Swinemünde, now Świnoujście during the 1870s was a German seaport on the Baltic Sea in the then Prussian province of Pomerania. The city is now part of extreme northwest Poland but very close to the German border. The river Swine, now the Oder, connected it with Stettin, now Szczecin.
2. Uddewalla, now Uddevalla is located on the western shore of Sweden just south of Norway.
3. Of all Oscar Scholdberg's voyages between 1868-1875, this is the only voyage that docked in his native Sweden. The *Mazeppa of London* arrived in Uddewalla Sweden (now spelled Uddevalla) about 7 June 1872 and departed 9 June. Given a couple of days there Oscar would likely have walked around some and interacted with people in his native language. His birth city is believed to be Jämshög which is several hundred miles away. His parents had both passed away by 1872.

## Mazeppa of London Voyage to the Baltic - 27 May 1872 to 12 June 1872

### Certificates - Page 8 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

<p>No. 59 British Consulate Stettin (Swinemünde Office) Ship entered Port of Swinemünde: June the 4th 1872 Ship's Papers Delivered: June the 4th 1872 Ship's Papers Returned: June the 5th 1872 For <i>H.A. Blackwell</i> H.B.M. Consul for Stettin &amp; Swinemünde <i>J.A. Baumann</i></p>	
<p>British vice Consulate Uddewalla [Sweden] Documents deposited: 7 June 1872 Documents returned: 8 June 1872 <i>Mitch M. Thorburn</i> <i>H.B.M v Consul</i> <i>No.18</i></p>	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Swinemünde, now Świnoujście during the 1870s was a German seaport on the Baltic Sea in the then Prussian province of Pomerania. The city is now part of extreme northwest Poland but very close to the German border. The river Swine, now the Oder, connected it with Stettin, now Szczecin.
3. Uddewalla, now Uddevalla is located on the western shore of Sweden just south of Norway.
4. While the Ship's Papers are clearly stated as returned on June 5 at Swinemünde, the Official Log indicates the Mazeppa of London left June 4 at 6 pm. It is assumed the Log is more accurate.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 5 July 1872, the Master signed the Crew Agreement 28143.</p> <p>The Crew Agreement's Commencement of Voyage was 5 July 1872 from South Shields.</p> <p>Oscar signed the Crew Agreement on 5 July 1872 in So. Shields and was to be on board <i>at once</i>.</p>	<p>The nature of the voyage was to France, Spain, Algeria and Portugal.</p> <p>The <i>West of Liverpool</i> departed So. Shields 9 July 1872 for St. Nazaire, France and arrived on 14 July 1872. Their articles were deposited 14 July and were returned 15 July.</p> <p>The <i>West of Liverpool</i> departed St. Nazaire 16 July 1872 for Bilbao, Spain and arrived 17 July. Their articles were deposited 18 July 1872 and were returned 23 July.</p> <p>The <i>West of Liverpool</i> departed Bilbao 24 July 1872 for Middlesbrough, England arriving 30 July 1872.</p> <p>The <i>West of Liverpool</i> appears to have headed from Middlesbrough to South Shields. On 5 August, the Master reviewed changes in the crew with the Shipping Superintendent.</p> <p>The <i>West of Liverpool</i> appears to have then headed from South Shields to St. Nazaire, France. Their articles were deposited 12 August 1872 and were returned the same day.</p> <p>Continued next page.</p>	<p>The Voyage Terminated on 10 January 1873 at South Shields.</p> <p>On 10 January 1873, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 35 and his place of birth as Sweden. This is correct as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>Mazeppa of London</i> in [1872] as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as AB - Able Bodied Seaman.</p> <p>On the Crew Agreement, Oscar's wages are 1.8.0 per week.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at South Shields on 10 January 1873. He signed with his own signature for his balance 6.3.8.</p>

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

Ship	Intermediate Ports	Intermediate Ports	Intermediate Ports	Completion
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>Continued from previous chart above.</p> <p>The <i>West of Liverpool</i> departed St. Nazaire 12 August 1872 or shortly thereafter for Bilbao, Spain and arrived 15 August. Their articles were deposited 16 August 1872 and were returned 22 August.</p> <p>The <i>West of Liverpool</i> then appears to have headed from Bilbao, Spain to South Shields. On 3 September, the Master reviewed the status of the crew with the Shipping Superintendent. It is possible there were other intermediary ports in England not recorded.</p> <p>The <i>West of Liverpool</i> departed South Shields about 3 September 1872 for Oran, Algeria and arrived 25 September. Their articles were deposited 26 September and five men were discharged.</p> <p>The <i>West of Liverpool</i> then traveled to nearby Camérata presumably to load iron and returned 6 October to Oram. The articles were once again deposited 7 October and were returned 11 October.</p>	<p>The <i>West of Liverpool</i> departed Oran, Algeria about 11 October 1872 for Adra, Spain and arrived on 15 October 1872. Their articles were deposited 15 October and were returned 31 October.</p> <p>The <i>West of Liverpool</i> departed Adra about 31 October 1872 returning to So. Shields about 20 Nov when the master, William Landrey discharged. It is possible there were other intermediary ports in England not recorded before their return to So. Shields.</p> <p>A new master John Henry White and new mate came on board on 25 November.</p> <p>The <i>West of Liverpool</i> departed So. Shields 30 November 1872 at 3:30 pm for Ferrol, Spain and arrived 6 December 1872. Their articles were deposited 6 December and were returned 12 December.</p> <p>The <i>West of Liverpool</i> departed Ferrol, Spain 13 December 1872 for Huelva, Spain and arrived 17 December 1872. Their articles were deposited 19 December and were returned 20 December.</p>	<p>The <i>West of Liverpool</i> departed Huelva, Spain 20 December 1872 for Lisbon, Portugal and arrived 22 December 1872. There is no consular certificate for Lisbon shown.</p> <p>The <i>West of Liverpool</i> departed Lisbon, Portugal 24 December 1872 for Harwich, England and arrived 1 January 1873 and then departed the same day for London where 80 tons of cork broom were unloaded.</p> <p>The <i>West of Liverpool</i> then departed London the same day for Harwich, England and arrived 4 January 1873.</p>	<p>The Voyage Terminated on 10 January 1873 at South Shields.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. There is a discrepancy on the day of arrival in Bilbao from St. Nazaire. The Official Log indicates 18 July arriving Bilbao, but the Consul Certificate indicates 17 July. Perhaps the arrival was very late on the 17th since the papers were not delivered until the 18th. I used the 17th in the chart above as that is likely when they arrived.
4. William Landrey, 1st Master on this voyage did not record arrivals and departures in the Official Log after the 30th July 1872. There are no pages missing. His only other entry was to list the discharge of 5 men at Oran. Thus in the Summary Chart above, the dates and places from 30 July until 20 November 1872 when he discharged were determined using the Consul Certificates.
5. A new master John Henry White and new mate came on board on 25 November.
6. Huelva is on the southwest coast of Spain near the southern Portugal border. The arrival date script in the Official Log appears to be 17 December, but the Consul indicated it was the 19th. Perhaps they had to wait off-shore for a dock to unload/load. I used the 17th December in the chart above as that is likely when they arrived.
7. There were very few entries in the Log or Certificates indicating what cargo the *West of Liverpool* transported. On this 5 July 1872 to 10 January 1873 voyage there are two. In the Consul Certificates for 6 October 1872 at Oram, Algeria there is a mention that the *West of Liverpool* was at Camérata near Oram for 10 days. Camérata was the location of an iron mine and they probably picked up a load of iron. Then on 1 January 1873 the Official Log indicates docking 80 tons of Cork-broom at London. And in the Official Log the *West of Liverpool* left Teranova, Sicily 28 Dec 1873 with a cargo of sulfur for Oporto [Porto, Portugal. The Diplomatic and Consular Reports. Annual Series, Issue 4161, Part 77 by Great Britain, Foreign Office, Page 13 indicates that British Merchant vessels would transport coal from Newcastle [which is near South Shields] to various destination such as Oran and then would load with raw materials such as iron for the return trip.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

Agreement and Account of Crew					Agreement No. 28148
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Forwood Paton & Co.	6 New Quay Liverpool	William Landrey	89,477	61 Dorset Road Turbrook Road, Liverpool	Engagement Fee: 1.5.0 Discharging Fee :1.5.0 11/1/73
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
5 July 1872	South Shields	10 Jan 1873	South Shields	10 January 1873	<i>Joseph Henry White, Master</i>

### Notes

1. The initial Master was William Landrey. He served from 5 July 1872 until 20 November 1872. Joseph Henry White, Master then took over from 21 November 1872 until the termination of the Voyage on 10 January 1873.



## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						Equivalent Substitutes as comfort or necessity may require. Crew to find their own provisions.				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday										
Monday										
Tuesday										
Wednesday										
Thursday										
Friday										
Saturday										
<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the Seamen and Firemen mutually assist each other in the general duties of the Ship as required by the Master or Officer in charge.</i></p>						<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>thirteen</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from or voyages trading between any ports or places in the United Kingdom, Continental Europe, Baltic Sea, White Sea, Mediterranean Sea, Sea of Azov or the Azores, for a period ending on the first delivery of Cargo in the United Kingdom on or subsequent to the 31st December 1872.</p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: right;">Signed by: <i>W. Landrey, Master, on the 5th day of July 1872</i></p>				

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from or voyages trading between any ports or places in the United Kingdom, Continental Europe, Baltic Sea, White Sea,

*Mediterranean Sea, Sea of Azov or the Azores, for a period ending on the first delivery of Cargo in the United Kingdom on or subsequent to the 31st December 1872.*

2. From Log entries and Consulate Certificates, the Voyage appears to be So Shields to St. Nazaire to Bilbao to Middlesbrough to So. Shields to St. Nazaire to Bilbao to So. Shields to Oran, Algeria to Adra, Spain to So. Shields to Ferrol, Spain to Lisbon to Harwich, England to London to Harwich to So. Shields. It is possible there were other ports but no consulate entries were required if less than 21 hours or in United Kingdom home ports.
3. South Shields is on the river Tyne. For a point of reference, Newcastle upon the Tyne is about 10 miles up-river.
4. There is a large X through the Scale of Provisions and the Substitutes and underneath is written *The Crew to find their own provisions*. There was a *Cook* and *Steward* on board, though it was the same person. Perhaps it only meant that since there was not a separate *Steward* as was usual, then the Crew *had to serve themselves*. The alternative of the crew having to purchase, store and prepare their meals seems impossible to deal with.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

Agreement and Account of Crew Name of Ship: West Agreement No. 28143						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
8. <i>Oscar Scholdberg</i>	35	Sweden	Mazeppa London 1872	5 July 1872 So. Shields	AB - Able Bodied Seaman	at once
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
1.8.0 per week	[0.0.0]		10 January 1873, South Shields, Discharged		6.3.8	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 8th in the list.
2. The full list included a Master, Mate, Carpenter, Cook/Steward, Boatswain, Engineer, 2nd Engineer, Lamp Trimmer, Donkeyman, 3 Firemen, and 5 Able Bodied Seamen for a total of 17.
3. The agreement to join the ship was 5 July 1873, and for Oscar Scholdberg and the other, the time to be on-board at once. Thus Oscar appears to have joined and been onboard around the same time.
4. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
5. Oscar listed his age as 35. This is correct as it is believed he was born 13 Jan 1837.
6. Oscar's pay was 1.8.0 or 1 pounds, 8 shillings, and 0 pence per week. In subsequent voyages he was paid monthly.
7. It appears Oscar Scholdberg signed his own name on the discharge

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
Screw Steamer "West"	65883	Liverpool	380	William Landrey	89,477
<b>Date of Commencement of Voyage</b>				8th July 1872	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Delivered to the Shipping Master of the Port of</b>				South Shields 10th day of January 1873	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. William Landrey, Master			
2. John Preston Worrall, 1st Mate	VG	VG	
8. Oscar Scholdberg, AB	VG	VG	
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>			

### Notes

1. The Crew Agreement indicates the Voyage Commencement as 5 July 1872, but the Date of Commencement above indicates 8 July and the Log indicates the ship left So. Shields on 9 July. In general I have used the Crew Agreement Commencement of Voyage. I believe this is the date, from which the crew signed on and was paid which is different than when the ship left port.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

### Page 8: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
9th July 1872	Leaving South Shields	Draught Forward 14 ft 0 inches; Aft 15ft 0 inches Wm Landrey, Master J.P. Worrall, Mate
14th July 1872	Arriving St. Nazaire	Draught Forward 13 ft 11 inches; Aft 14ft 7 inches Wm Landrey, Master J.P. Worrall, Mate
16th July 1872	Leaving St. Nazaire	Draught Forward 6 ft 0 inches; Aft 10ft 6 inches Wm Landrey, Master J.P. Worrall, Mate
18th July 1872	Arriving Bilboa [Spain]	Draught Forward 5 ft 11 inches; Aft 10ft 2 inches Wm Landrey, Master J.P. Worrall, Mate
24th July 1872	Leaving Bilboa [Spain]	Draught Forward 13 ft 2 inches; Aft 14ft 8 inches Wm Landrey, Master J.P. Worrall, Mate
30th July 1872	Arriving Middlesbre?	Draught Forward 13 ft 0 inches; Aft 14ft 1 inches Wm Landrey, Master J.P. Worrall, Mate

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. While the voyage commenced on 5 July 1873, and in general the men were to be on-board the same day, the ship did not leave for another week. It is presumed the men were paid and on-board.
3. St. Nazaire, France is on the west coast of France, about 170 miles southwest of Brest.
4. Bilbao, Spain is about 350-400 miles straight south of St. Nazaire, France.
5. Middlesbre is probably now Middlesbrough on the Tees River. It is just south of Hartlepool.



## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

### Page 9: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
26th September 1872	Oran [Algeria]	W. Cumming, Samuel McCutchen, Andrew McKenzie, Hugh Barron, George Ross were discharge before the British Consul in due form. Wm Landrey, Master J.P. Worrall, Mate
25 November 1872	So. Shields	Received from Capt Landrey, late Master, the Official Log, Articles and Other Papers. Joseph Henry White, Master

### Notes

1. Oran, Algeria is on the Mediterranean coast of Africa.
2. There is no indication why William Landrey, Master of the *West of Liverpool* discharged mid-voyage.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

### Page 10: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
30th November 1872 3:30 pm	Leaving Tyne River Tyne	Draught of Water out? Forward 13 ft 10 inches; Aft 15ft 0 inches Joseph Henry White, Master Samuel Harrison, Mate
6 December 1872	Arriving Ferrol [Spain]	Draught of Water Forward 13 ft 6 inches; Aft 14 ft 2 inches Joseph Henry White, Master Samuel Harrison, Mate
13 December 1872	Leaving Ferrol [Spain]	Draught of Water Forward 7 ft 6 inches; Aft 11 ft 11 inches
17 December 1872	Arriving Huelva [Spain]	Draught of Water Forward 6 ft 0 inches; Aft 11 ft 4 inches
20 December 1872	Leaving Huelva [Spain]	Draught of Water Forward 12 ft 7 inches; Aft 14 ft 2 inches
22 December 1872	Arriving Lisbon [Portugal]	Forward 12 ft 9 inches; Aft 13 ft 11 inches
24 December 1872	Leaving Lisbon [Portugal]	Forward 13 ft 3 inches; Aft 11 ft 8 inches
		Joseph Henry White, Master Samuel Harrison, Mate
1st January 1873	Arriving Harwich [England]	Forward 13 ft 5 inches; Aft 14 ft 2 inches
	Left for London Same day	And docked? 80 tons Corkbroom. I left for Harwich
4th January 1873	At Harwich [England]	Forward 12 ft 0 inches; Aft 13 ft 4 inches
		Joseph Henry White, Master Samuel Harrison, Mate

### Notes

1. According to the Crew Agreement, the previous master, William Landrey discharged on 20 November 1872 at South Shields. And the previous mate, John Preston Worrall discharged on 22 November at South Shields.
2. The news master, Joseph Henry White and the new mate Samuel Harrison signed on at South Shields on 25 November 1872.



3. When they left for sea on 30 November on the Tyne, it is presumed they left from South Shields.
4. Ferrol is a city in the Galicia on the Atlantic coast in northwestern Spain.
5. Huelva is on the southwest coast of Spain near the southern Portugal border. The arrival date script in the Official Log appears to be 17 December, but the Consul indicated it was the 19th. Perhaps they had to wait off-shore for a dock to unload/load.
6. Harwich is a town in Essex, England and one of the Haven ports, located on the coast with the North Sea to the east. It is on the river Stour.
7. It was difficult to read the word I believe is *docked* in the 1st January 1873 entry: *And docked? 80 tons Corkbroom*. But the ship was lighter (less draft) when it arrived in Harwich. It is also possible the *broom* part of *Corkbroom* is another word. Eighty tons of *Corkbroom* is a lot of tons.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

### Certificates - Page 12 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British Consulate at St. Nazaire [France] Articles Deposited: 14th July 1872 Articles Returned: 15th July 1872 <i>Henry P. Sutton</i> Consul	H.B.M Consulate - Bilbao [Spain] Arrived: August 15th 1872 Deposited: August 16th 1872 Returned: August 22nd 1872 Horace Goring Consul
H.B.M Consulate - Bilbao [Spain] Arrived: July 17th 1872 Deposited: July 18th 1872 Returned: July 23rd 1872 Horace Goring Consul	M.M. Office So. Shields 3.9.72 [3 September 1872] I certify that there has no change been made in my crew up to this period. John Preston Worrall  M.M. Office South Shields 3.9.72 [3 September 1872] Provisions of the Law complied with. Robert Kerr, Shpy Supt [Shipping Superintendent]
South. Shields 5 August 1872 I certify that all changes in my crew for this present voyage have been effected. Wm Landrey  Provisions of the Law complied with. John T White, Shpy Supt [Shipping Superintendent] 5/8/72 [5 August 1872]	British Vice Consulate at Oran [Algeria] Vessel arrived: 25th September 1872 Articles deposited: 26th September 1872 Articles returned: 11th October 1872 Anthony Boorz Brit V Consul No Fee
British Consulate at St. Nazaire [France] Deposited: 12 August 1872 Returned: 12 August 1872 <i>Henry P. Sutton</i> Consul	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. St. Nazaire, France is on the west coast of France, about 170 miles southwest of Brest.
3. Bilbao, Spain is about 350-400 miles straight south of St. Nazaire, France. It is difficult to read the time, but it appears the Master wrote

that they left St. Nazaire, France at midnight. Thus they arrived in Bilbao in about 16 hours or about 20 mph.

4. Huelva is on the southwest coast of Spain near the southern Portugal border.
5. Oran, Algeria is on the Mediterranean coast of Africa.

## West Voyage to France, Spain, Algeria, Portugal - 5 July 1872 to 10 Jan 1873

### Certificates - Page 13 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

<p>I certify that the within named William Cumming, Samuel McCutchen, Andrew McKenzie, Hugh Barron and George Ross have been discharged and left behind at this port on the alleged ground of mutual consent, and that six pence to Cumming, six pence to McCutchen, six pence to McKenzie, six pence to Barron and six pence to Ross being the balance of wages dues to them up to this day have been duly paid to them and their effects have been delivered to them. Oran, September 26th, 1872 Anthony Boorz Brit. V Consul</p>	<p>I hereby declare that all changes in my crew for this voyage has been effected. Joseph Henry White, Master</p> <p>Provisions of the Law complied with M.M.O. [Merchant Marine Office] So. Shields Robert Kerr, Shpy Supt [Shipping Superintendent]</p>
<p>British Vice Consulate at Oran [Algeria] Vessel arrived on the: 6th October 1872 after having been ten days at Camarata [Camérata, Oran] Articles deposited: 7th October 1872 Articles returned: 11th October 1872 Anthony Boorz Brit. V Consul No Fee</p>	<p>No. 18 British Vice Consulate Ferrol [Spain] Vessel arrived: 6th December 1872 Articles Deposited: 6th December 1872 Articles Returned: 12th December 1872 Edward Diaz H.M's Vice Consul</p>
<p>British Vice Consular Agency at Adra [Spain] Vessel arrived on the: 15th October 1872 Articles deposited: 15th October 1872 Articles returned: 31st October 1872 Joseph Benet Co Agent No Fee</p>	<p>H.B.M's Vice Consulate Huelva [Spain] Vessel arrived: 19th December 1872 Articles Deposited: 19th December 1872 Articles Returned: 20th December 1872 Edward Diaz H.M's Vice Consul</p>

### Notes

1. The discharge statement of the five men with the wording “alleged ground of mutual consent” suggests there was more to the discharge than stated.
2. Camérata appears to be a iron mining location within the vicinity of Oran, Algeria. The *West of Liverpool* went there after first arriving in Oran on 25 September probably to pick up a load of iron. Thus the two entries from the British Vice Consulate at Oran covering the same departure dates. Source identifying Camérata: Google Digitized Books scan: Diplomatic and Consular Reports. Annual Series, Issue 4161, Part 77 by Great Britain, Foreign Office, Page 13.
3. The Port of Adra is about 95 miles east of Malaga on the southern coast of Spain.
4. There is no date for the upper right entry by Joseph Henry White, Master, but it was probably about 25 November 1872 when he took over the *West of Liverpool*.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 10 January 1873, the Master signed the Crew Agreement 28195.</p> <p>The Crew Agreement's Commencement of Voyage was 10 January 1873 from So. Shields.</p> <p>Oscar signed the Crew Agreement on 10 January 1873 in So. Shields and was to be on board 10 January <i>at once</i>.</p>	<p>The nature of the voyage was to France, Portugal, Spain, and Holland.</p> <p>The <i>West of Liverpool</i> departed So. Shields 15 Jan 1873 at 3:30 am. for St. Nazaire, France and arrived on 21 Jan 1873 at 8 pm. Their articles were deposited 22 Jan and were returned the same day.</p> <p>The <i>West of Liverpool</i> departed St. Nazaire 26 Jan 1873 at midnight for Bilbao, Spain and arrived at the same day at 4pm. Their articles were deposited 29 Jan 1873 and were returned the same day.</p> <p>The <i>West of Liverpool</i> departed Bilbao 31 Jan 1873 at 2:30 pm for West Hartlepool, England arriving 7 February 1873 at 1 pm</p> <p>The <i>West of Liverpool</i> departed West Hartlepool 13 February 1873 at 4 pm for Deptford, England arriving 15 February 1873 at 2 pm.</p> <p>The <i>West of Liverpool</i> departed Deptford 19 February 1873 at 4 pm for Penarth Roads, Wales arriving 23 February 1873 at 3:30 pm.</p> <p>Continued next page.</p>	<p>The Voyage Terminated on 23 June 1873 at So. Shields.</p> <p>On 23 June 1873, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 35 and his place of birth as Sweden. This is correct as it is believed he was born 13 Jan 1837 and thus was just a few days short of his 36th birthday.</p> <p>On the Crew Agreement, Oscar listed the <i>Same Ship</i> as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as an Able Bodied Seaman, A.B.</p> <p>On the Crew Agreement, Oscar's wages are 1.10.0 per week, the same wage as other A.B.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at So. Shields on 23 June 1873. He signed with his own signature for his balance 5.4.11 1/2.</p>

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Ship	Intermediate Ports	Intermediate Ports	Intermediate Ports	Completion
<p><i>West of Liverpool</i> No: 65883</p> <p>See previous chart.</p>	<p>Continued from previous chart above.</p> <p>The <i>West of Liverpool</i> departed Penarth, Wales 27 February 1873 at 6:50 am for Lisbon arriving 5 March 1873 at 2:30 pm. Their articles were deposited 6 March and returned 10 March.</p> <p>The <i>West of Liverpool</i> departed Lisbon 10 March 1873 at 7:00 pm for Huelva, Spain arriving 11 March 1873 at 9:30 pm. Their articles were deposited 12 March and returned 13 March.</p> <p>The <i>West of Liverpool</i> departed Huelva 16 March 1873 at 4:00 am for Leith, Scotland arriving 28 March 1873 at 4:00 am.</p> <p>The <i>West of Liverpool</i> departed Leith at the Firth of Forth on 31 March 1873 at 6:00 pm for So. Shields, England arriving 1 April 1873 at 9:00 am.</p>	<p>Continued from previous chart left.</p> <p>The <i>West of Liverpool</i> departed So. Shields at the Tynemouth on 3 April 1873 at 4:00 pm for Valencia, Spain arriving 14 April 1873. Their articles were deposited 15 April and returned 17 April.</p> <p>The <i>West of Liverpool</i> departed Valencia on 17 April 1873 at 3:00 pm for Vila Real de Santo António, Portugal arriving 21 April 1873. Their articles were deposited 21 April and returned 23 April.</p> <p>The <i>West of Liverpool</i> departed Vila Real de Santo António, Portugal on 25 April 1873 at 2:00 pm for Liverpool Nelson Dock arriving about 8 May 1873.</p>	<p>Continued from previous chart left.</p> <p>The <i>West of Liverpool</i> departed Liverpool on 12 May 1873 at 6:30 pm for Oporto, Portugal arriving 18 May 1873. Their articles were deposited 19 May and returned the same day.</p> <p>The <i>West of Liverpool</i> departed Oporto on 23 May 1873 at 1:00 pm for Seville, Spain arriving 26 May 1873. Their articles were deposited 26 May and returned 31 May.</p> <p>The <i>West of Liverpool</i> departed Seville on 3 June 1873 for Rotterdam arriving about 13 June 1873. Their articles were deposited 13 June and returned 14 June.</p> <p>The <i>West of Liverpool</i> departed Rotterdam on 19 June 1873 for So. Shields.</p>	<p>The Voyage Terminated on 23 June 1873 at So. Shields.</p> <p>See previous chart.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Agreement and Account of Crew					Agreement No. 28195
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Forwood, Paton & Co.	6 New Quay Liverpool	<i>W.P. Hamilton</i> <del>Joseph Henry White</del>	82052 10023	Cove House Parterforo?	Engagement Fee: 0.0.0 Discharging Fee :1.5.0 27/6/73
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
10 January 1873	So. Shields	23 June 1873	So. Shields	23 June 1873	<i>W.J. Hamilton, Master</i>

### Notes

1. Joseph Henry White was the Master on the previous voyage of the *West of Liverpool*. He assembled the crew for this voyage, but he was replaced by W.P. Hamilton on 13 January 1873. This seems to be a pattern for the *West of Liverpool*. Perhaps the owners were trying to find just the right Master for them for the *West of Liverpool* or perhaps there were other issues.
2. W.P. Hamilton, Master was very thorough in keeping notes in the Official Log and thus there is much information for this voyage.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.	Crew to find their own provisions.																																																																																								
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Bread lb.</th> <th style="width: 10%;">Beef lb.</th> <th style="width: 10%;">Pork lb.</th> <th style="width: 10%;">Flour lb.</th> <th style="width: 10%;">Peas Pint</th> <th style="width: 10%;">Rice lb.</th> <th style="width: 10%;">Tea oz</th> <th style="width: 10%;">Coffee oz</th> <th style="width: 10%;">Sugar oz</th> <th style="width: 10%;">Water qts</th> </tr> </thead> <tbody> <tr><td style="text-align: left;">Sunday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="text-align: left;">Monday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="text-align: left;">Tuesday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="text-align: left;">Wednesday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="text-align: left;">Thursday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="text-align: left;">Friday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="text-align: left;">Saturday</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>		Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts	Sunday											Monday											Tuesday											Wednesday											Thursday											Friday											Saturday											<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>thirteen</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from or voyages between any ports or places in the United Kingdom, Continent of Europe, Mediterranean Sea, Black Sea, Sea of Azov, Baltic Sea or White Sea for a period ending in the delivery of Cargo in the United Kingdom on or Subsequent to the 30th June 1873.</p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: right;">Signed by: <i>Joseph Henry White, Master, on the 10th day of January 1873</i></p>
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts																																																																															
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<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the seamen &amp; firemen mutually assist each other in the general duties of the ship as required by the Master's Officers in Charge.</i></p>																																																																																									

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from or voyages between any ports or places in the United Kingdom, Continent of Europe, Mediterranean Sea, Black Sea, Sea



*of Azov, Baltic Sea or White Sea for a period ending in the delivery of Cargo in the United Kingdom on or Subsequent to the 30th June 1873.*

2. From Log entries and Consulate Certificates, the Voyage appears to be So. Shields to St. Nazaire to Bilbao to Hartlepool, England to Deptford to Penarth Roads, Wales (near Cardiff) to Lisbon to Huelva, Spain to Leith, Scotland to South Shields to Valencia Spain to Vila Real de Santo António, Portugal to Liverpool to Oporto, Portugal to Seville, Spain to Rotterdam, Netherlands to So. Shields.
3. South Shields is on the river Tyne. For a point of reference, Newcastle upon the Tyne is about 10 miles up-river.
4. There are no entries for the Scale of Provisions and it is overwritten in script with Crew to find their own provisions. There was a Cook and Steward on board. It is unclear what this actually meant. The alternative of the crew having to purchase, store and prepare their meals seems impossible to deal with.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Agreement and Account of Crew Name of Ship: West Agreement No. 28195						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
7. <i>Oscar Scholdberg</i>	35	Sweden	Same Ship	10 January 1873 So. Shields	A.B. Able Bodied Seaman	10 January at once
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
1.10.0 per week	1.10.0		23 June 1873, So. Shields, Discharged		5.4.11 1/2	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 7th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Cook, Steward, Boatswain, Engineer, 2nd Engineer, 3 Firemen, and 5 Able Bodied Seamen for a total of 17.
3. On the Crew Agreement no one was listed as a *Donkeyman*. However, when he was discharged on 29 March 1873 in Leith, the Master wrote on Page 14 of the Official Log; *Robt Coupland, Donkeyman*, though when he initially signed on the Crew Agreement he was shown as a *Fireman*. Perhaps he performed both roles, as when docked, he could have operated the donkey engine for unloading and loading cargo. Since this voyage continued for two more months perhaps our Oscar Scholdberg, AB volunteered to be the donkeyman for the rest of the voyage. On subsequent voyages of the *West of Liverpool*, Oscar was always listed as Donkeyman or equivalent until his death in 1875.
4. The agreement to join the ship was 10 January 1873, and for Oscar Scholdberg and the others, the time to be on-board was *at once*.
5. Oscar Scholdberg listed his age as 35. This is correct as it is believed he was born 13 Jan 1837, though he would be 36 just a few days later.
6. Oscar Scholdberg's pay was 1.10.0 or 1 pounds, 10 shillings, and 0 pence per week. In subsequent voyages he was paid monthly. Oscar Scholdberg must have been paid intermittently as his final pay of 5.4.11 1/2 is only about a month's pay. This situation appears to be the same for a number of other crew members.

7. It appears Oscar Scholdberg signed his own name on the discharge.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. West	65883	Liverpool	380	W.P. Hamilton	82052
<b>Port and Date when Voyage Commenced</b>				So. Shields 10 January 1873	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Port and Date when Voyage Terminated</b>				So. Shields 23 June 1873	
<b>Delivered to the Shipping Master of the Port of</b>				South Shields 23 June 1873 W.P. Hamilton, Master On Board	

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		
	For General Conduct	For Ability in Seamanship	
W.P. Hamilton, Master			
1. Samuel Harrison, Chief Officer	VG	VG	14
2. James Evans, Second Officer	VG	VG	10
3. Peter Cable, Carpenter	VG	VG	16
4. Francis Odix, Steward	VG	VG	15
5. Oscar Scholdberg, A.B.	VG	VG	
6. Chas Davis, A.B.	VG	VG	16
7. William Lawrence, A.B.	VG	VG	14
8. Bernard Christiansen, A.B.	VG	VG	14
9. Martin Erickson, A.B.	VG	VG	
10. William Galloway, 1st Engineer	VG	VG	
11. David Lewis, apt Engineer	deserted		10
12. Robert Coupland, Fireman	VG	VG	14
13. John Brown, Fireman	VG	VG	14
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>			

### Notes

1. Normally, I don't record the entire List of Crew on Page 5 but on this voyage most of the crew were mentioned on other pages in the Log. These pages are referenced in the last column. Thus it is a good cross-reference to other events. Our Oscar Scholdberg though was not mentioned elsewhere in the Log.
2. David Lewis, apt Engineer was the 2nd Engineer. It is difficult to read the script, but the letters on in the text could be *apt*, perhaps short for apprentice.
3. Francis Odix, Steward was listed as a Cook when discharged on 3 April 1873. He probably performed both functions.
4. The script for Peter Cable, Carpenter was difficult to read. It could be Peter Gable.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Page 6: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Robert Nicholson, Fireman	VG	VG	14
2. Lawrence Hughes, Fireman	deserted		10
3. William Harvey, A.B.	VG	VG	
4. Benjamin Granger, 2nd Officer	VG	VG	10, 13, 13, 14
5. David Tring?, apt Engr	VG	VG	10
6. Jas Lewis, Fireman	VG	VG	10
7. David Mackenzie, 1st Officer	VG	VG	14
8. David Aitken, A.B.	VG	VG	14, 15
9. Robert Hay, A.B.	VG	VG	14
10. Jas Thompson, A.B.	VG	VG	14
11. Wm Turk, Fireman	VG	VG	14
12. John Bickwell, Fireman (see note)	VG	VG	14
13. William Hall, Boatswain	VG	VG	15

\*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.

### Notes

1. David Tring? might be be David Bring, Breig?, Breig. He was a replacement 2nd Engineer.
2. Jno Bickwell is noted as John Baikwell in the Crew Agreement which is probably correct, as he signed himself.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Page 7: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. Thomas Keyho, A.B.	VG	VG	15, 16
2. John Hulsman, Cook	VG	VG	15
3. Thomas Hurley, A.B.	deserted		16, 16
4. Frederick Jones, O.S.	G	G	16
Signed: <i>W.P. Hamilton</i> , Master			
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Page 8: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
15 January 1873 3:30 A.M.	South Shields	Proceeded to sea Ship drawing Aft 16 ft Forward 13 ft 3 inches W.P. Hamilton, Master Samuel Harrison, Mate
21 January 1873 8 P.M.	St. Nazaire, France	Moored in docks Drawing Aft 15 ft 6 inches Forward 13 ft W.P. Hamilton, Master Samuel Harrison, Mate
26 January 1873 12 M	St. Nazaire, France	Proceeded to sea drawing 11 ft Aft 6 ft 6 inches Forward W.P. Hamilton, Master Samuel Harrison, Mate
26 January 1873 4 P.M.	Bilbao, Spain	Moored in river Nervion Drawing Forward 6 ft 6 inches Aft 10 ft 10 inches W.P. Hamilton, Master Samuel Harrison, Mate

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. While the voyage commenced on 10 January 1873, and the men were to be on-board the same day, the ship did not depart for for another five days. It is presumed the men were paid and perhaps loading the the vessel or balancing and securing cargo below. There is no indication in the log for the delay.
3. St. Nazaire, France is on the west coast of France, about 170 miles southwest of Brest.
4. Bilbao, Spain is about 350-400 miles straight south of St. Nazaire, France.



## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Page 9: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
29 January 1873 4 P.M.	Bilbao, Spain	Jno Rock & Leo Smith reported on board as per consular order. W.P. Hamilton, Master Samuel Harrison, Mate
31 January 1873 2 P.M.	Bilbao, Spain	Mr. L. Barry late - Chief Officer of the <i>Peru? of Liverpool</i> came on board for a passage home. W.P. Hamilton, Master Samuel Harrison, Mate
31 January 1873 2:30 P.M.	Bilbao, Spain	Sailed for W. Hartlepool drawing 14 ft Forward 14 ft Aft W.P. Hamilton, Master Samuel Harrison, Mate
7 February 1873 1 P.M.	West Hartlepool	Docked drawing 13 ft Aft 14 ft Forward Turned over the alive consular passengers to the shipping Master when I found that instead of Jno Rock he was Michael Brady [sp]. W.P. Hamilton, Master Samuel Harrison, Mate

### Notes

1. West Hartlepool is located in northeast England and is about 30 miles south of Shields.
2. The script appears to be Jno Rock, or John Rock.
3. There is no consular entry for the two men put on board at Bilbao.

West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Page 10: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
11 February 1873 2 P.M.	West Hartlepool	David Lewis 2nd Engineer and Lawrence Hughes Fireman having left this Ship on the evening of the 8th with leave for the night and not having returned by time I reported them to the Shipping Master as deserters and he noted them as such on the Articles. W.P. Hamilton, Master Peter Cable, Carpenter
11 February 1873 2:30 P.M.	West Hartlepool	Discharged Jas [James] Evans 2 officer [2nd Mate] by his request and shipped Benjamin Granger in his place. W.P. Hamilton, Master Peter Cable, Carpenter
13 February 1873 4 P.M.	off Hartlepool	Sailed drawing 11 ft Aft Forward 14 ft Forward 10 ft 1 in Placed David Tring? on the Articles as 2nd Engineer - now in place of David Lewis deserted. W.P. Hamilton, Master Peter Cable, Carpenter

**Notes**

1. David Tring? might be David Bring, Breig?, Breig. He was a replacement 2nd Engineer.
2. The script for Peter Cable, Carpenter was difficult to read. It could be Peter Gable.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Page 11: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
15 February 1873 2 P.M.	Deptford, London	Arrived at Deptford Drawing Forward 14 ft Aft 14 ft W.P. Hamilton, Master Peter Cable, Carpenter
19 February 1873 4 P.M.	Deptford, London	Proceeded down the River Drawing Aft 10 ft 2 inches Forward 7 ft 3 inches  W.P. Hamilton, Master Peter Cable, Carpenter
23 February 1873 3:30 P.M.	Penarth Roads, [Wales]	Arrived in Roads drawing Aft 9 ft 8 inches Forward 7 inches W.P. Hamilton, Master Peter Cable, Carpenter
25 February 1873 11 A.M.	Cardiff, [Wales]	Signed James Lewis before Shipping Master W.P. Hamilton, Master Peter Cable, Carpenter
		The next entry describes a collision which took place on the 24th February 1873. It was started on Page 11 but most of it is on Page 12, thus I moved the entire entry to Page 12 for easier reading.

### Notes

1. Deptford was a major dock on the Thames. It is located just to the west of Greenwich and across from the southern end of the Isle of Dogs.
2. Penarth Roads Dock is on the Ely River and is about 5 miles southwest of Cardiff, Wales.
3. James Lewis was an added Fireman. He was probably a replacement for Lawrence Hughes who deserted in Hartlepool on 11 February 1873.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Page 12: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
14 February 1873 7:15 P.M.	Off Gunfleet Light	<p>2h 15, Feb Cardiff</p> <p>The Shipping Master having informed me today that all collisions should be entered in the Official Log. I now enter ours with the Schooner <i>Cylla</i> dating it so as to show time and place.</p> <p>For some time previously the <i>West</i> [of London] had been going half speed with all negiations [navigation] lights turning brightly. I being in charge on the bridge with 2nd Officer [Benjamin Granger] and Carpenter [Peter Cable] on the lookout there and a seaman named [William] Harvey on lookout on the Forecastle.</p> <p>I first discovered his green light close aboard and almost right ahead, immediately stopped the Engines and ordered the helm hard a-starboard, then telegraphed to him full speed astern while 2nd Officer hailed the vessel ordering him to keep his helm a-starboard, crew stbd [starboard] anchor, hook his stbd [starboard] quarter and zipped up the planks.</p> <p>Hailed him, having stopped the engine, asked if he required assistance, he replied "yes", homed? and went back and then discovered one of his crew on board could not at first find him, not flying? a red light on his Port side as required. Sent 2nd Officer with his man to survey damage and ask what assistance required, in accordance with his request took him in tow, and towed him nearly up to the Middle Light Vessel where we both anchored. The next morning we proceeded up river, without him, the wind being fair for him to sail to Whitstable where he belonged.</p> <p>W.P. Hamilton, Master Peter Cable, Carpenter</p>

### Notes

1. This entry for 14 February 1873 is out of date order. However, as explained in the entry itself, it was a retrospective entry. At first I thought the date for the entry was 24 February, but on closer inspection there was overwriting on the number and it appears to be 14 February which makes better sense given that the location is Gunfleet Light which was six miles off the coast at Frinton-on-Sea in Essex just north of the Thames. This location would have been passed by the *West of Liverpool* on the way from Hartlepool to Deptford. In fact, the final sentence indicating, the *West of Liverpool* proceeded up

river makes sense given they were headed to Deptford which is near London.

2. It was difficult to read the opening line of the entry. Based on some other entries for stating the time, I believe he first wrote 2h 15 for 2:15 and then Feb for February and then Cardiff for where he was when he wrote the entry. Thus this first phrase is much like how one heads a letter, the time, date and place, even though the body of the letter is about a previous event. Missing of course is whether he meant am or pm when he did the writing and what the date of the writing was, though it was just after a Feb 25, 1873 11 am entry at Cardiff. I think the master was a bit confused in how to put in a retrospective event in the Log and I think he was trying to explain that he was not then at Gunflint Light but at Cardiff at a later time when he wrote the entry..
3. It was difficult to read the word *aboard* in the phrase *discovered his green light close aboard and almost right ahead*, but I believe it is *aboard*. The nautical meaning is *alongside or near a vessel*.
4. Whitstable is on the southeast coast of England. Given the schooner proceeded there, there must not have been much damage to either ship.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Page 13: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
27 February 1873 6:50 AM	Penarth Docks, Cardiff	Proceeded to sea drawing Aft 13 ft Forward 14 ft W.P. Hamilton, Master Peter Cable, Carpenter
5 March 1873 2:30 PM	Lisbon, Portugal	Moored to a buoy drawing 14 ft even-keel W.P. Hamilton, Master Peter Cable, Carpenter
10 March 1873 4:00 PM	Lisbon, Portugal	Benjamin Granger, 2nd mate lost the small finger of his right hand in the tan [capstan] winch, dressed by Dr [Arrived at the Hospital] W.P. Hamilton, Master Peter Cable, Carpenter
10 March 1873 7:00 PM	Lisbon, Portugal	Proceeded to sea Drawing Forward 7 ft 6 inches Aft 10 ft 3 inches W.P. Hamilton, Master Peter Cable, Carpenter
11 March 1873 9:30 PM	Huelva, Spain	Anchored inside the light drawing Forward 6 ft 9 inches Aft 10 ft 2 inches W.P. Hamilton, Master
12 March 1873 9:00 AM	Huelva, Spain	Sent Benjamin Granger, Inmate? to the Hospital through the Consel. W.P. Hamilton, Master Peter Cable, Carpenter

### Notes

1. The capstan is a vertical winch on a ship. The Master, W.P. Hamilton wrote many f words in which vowels were eliminated or were shortened forms of words. I believe *tam* or *tan* winch is an abbreviated form of *capstan* winch.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Page 14: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
13 March 1873	Huelva, Spain	Discharged Benjamin Granger, his hand being too bad for him to return on board, depositing according to law a sufficient sum with H.B.M Consul to defray expenses home. W.P. Hamilton, Master Peter Cable, Carpenter
16 March 1873 4:00 AM	At Sea off Huelva	Crossed the Bar drawing Drawing Aft 15 ft Forward 14 ft W.P. Hamilton, Master Peter Cable, Carpenter
28 March 1873 4:00 AM	Leith N.B.	Docked Drawing Forward 13 ft 8 inches Aft 12 ft 6 inches W.P. Hamilton, Master Peter Cable, Carpenter
29 March 1873 2:00 PM	Leith N.B.	Discharged before Shipping Master the following men: S. Harrison, Mate, W. Lawrence, AB, B. Christiansen, AB, Robt Coupland, Donkeyman, Robert Nicholson, Fireman, John Brown, Fireman.  Shipped the following: D. Mackenzie, Mate, David Aiken, AB, Rob[ert] Hay, AB, Jas. Thompson, AB, Wm Turk, Fireman, Jno Beckwell, Fireman W.P. Hamilton, Master Peter Cable, Carpenter

### Notes

1. Leith, Scotland Docks are in a district, just to the north of Edinburgh. It is unknown what the initials N.B. stand for.
2. In the Log List of Crew on Page 5, Robert Coupland is entered as a Fireman, but on the above Log Page 14 he discharged as a Donkeyman. He is also entered as a Fireman in the Crew Agreement. Perhaps he performed both roles, as when docked, he could have operated the donkey engine for unloading and loading cargo.
3. Since this voyage continued for two more months perhaps our Oscar Scholdberg, AB volunteered to be the donkeyman for the rest of the voyage. On subsequent voyages of the *West of Liverpool*, Oscar was always listed as Donkeyman or equivalent until his death in 1875.





## West Voyage to Various - 10 Jan 1873 to 23 June 1873

Page 15: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
31 March 1873 6:00 PM	Firth of Forth	Left Leith Drawing Aft 10 ft 8 inches Forward 7 ft 6 inches David Aitken [AB] having failed to join. W.P. Hamilton, Master D. Mackenzie, Mate
1 April 1873 9:00 AM	So. Shields	Arrived Drawing Forward 7 ft 6 inches Aft 10 ft W.P. Hamilton, Master D. Mackenzie, Mate
2 April 1873 10:00 AM	So. Shields	Discharged: Francis Odix, Cook Signed: William Hall, Boatswain, Thomas Keyho, AB and John Hulsman, Cook before the Shipping Master. W.P. Hamilton, Master D. Mackenzie, Mate
3 April 1873 4:00 PM	Off Tynemouth	Proceeded to sea drawing 14 ft Forward Aft 13 ft 3 inches W.P. Hamilton, Master D. Mackenzie, Mate
17 April 1873 3:00 PM	off Valencia [Spain]	Proceeded to sea drawing Forward 6 ft 7 inches Aft 11 ft W.P. Hamilton, Master D. Mackenzie, Mate
25 April 1873 2:00 PM	off Pormeran?	Proceeded to sea drawing Forward 14 ft 10 inches Aft 11 ft W.P. Hamilton, Master D. Mackenzie, Mate

### Notes

1. Even though South Shields was the origin of the voyage, they appear to have reloaded, changed some crew that perhaps wanted a break after about 3 months and continued. Our Oscar Scholdberg stayed on board.
2. Tynemouth is just across the river from South Shields and at the northern mouth to the Tyne River.

3. Valencia Spain is on Spain's eastern coast and on the Mediterranean Sea. The *West of Liverpool* arrived there 14 April 1873 and would have needed to travel through the Straits to Gibraltar to arrive there.
4. Vila Real de Santo António is in the most southeastern part of Portugal on the Guadiana river. The *West of Liverpool* arrived 21 April 1873 and departed after 23 April, probably on 25 April.
5. It is difficult to interpret the location script in the Official Log for 25 April. It appears to be a single word Pormeron, possibly meant to be Port Meron or similar. I can find no such location; however W.P. Hamilton was very precise in the Log when he left a port, river or dock. Thus the words, *proceeded to sea* indicate they had just left and I presume they thus just left somewhere near Vila Real de Santo António such as the name of a dock or small town.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

Page 16: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
8th May 1873 2:00 PM	Nelson Dock, Liverpool	Peter Cable, Carpenter and Chas Davis, AB left the ship without permission. W.P. Hamilton, Master D. Mackenzie, Mate
12 May 1873 6:30 PM	River Mersey [Liverpool]	Proceeded to sea drawing Aft 15 ft 4 inches 13 ft 3 inches Forward W.P. Hamilton, Master D. Mackenzie, Mate
12 May 1873 6:30 PM	River Mersey [Liverpool]	Engaged Thomas Hurley[AB], Frederick Jones [OS] in place of the above men who deserted. W.P. Hamilton, Master Samuel Harrison, Mate
18 May 1873 4:00 PM	off Oporto [Portugal]	In getting out the port anchor out Thomas Keyho hurt his leg slightly, dressed it with opedil? doc? W.P. Hamilton, Master Samuel Harrison, Mate
23 May 1873 1:00 PM	Oporto	Proceeded to sea drawing Forward 7 ft Aft 10 ft 6 inches W.P. Hamilton, Master D. Mackenzie, Mate
3 June 1873 6:30 PM	[Seville, Spain]	Sailed from the Guadalquivir drawing Forward 14 ft Aft 15 ft W.P. Hamilton, Master D. Mackenzie, Mate
19 June 1873 8 PM	off Rotterdam	Proceeding to Sea drawing Forward 6 ft Aft 9 ft 6 inches Discovered Thomas Hurley, AB was not on board. W.P. Hamilton, Master D. Mackenzie, Mate

### Notes

1. Porto, Portugal, known as Oporto in English is the 2nd largest city in Portugal after Lisbon. Porto is about 200 miles north of Lisbon.
2. Seville is located about 50 miles from the mouth of the Guadalquivir River. It is unclear whether W.P. Hamilton meant he was leaving Seville or the mouth of the Guadalquivir River at 6:30 PM.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Certificates - Page 12 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

British Consulate at St. Nazaire [France] Articles Deposited: 22nd Jan 1873 Articles Returned: 22nd Jan 1873 <i>Henry P. Sutton</i> Consul	British Consulate Lisbon Vessel Arrived: March 5, 1873 Articles Deposited: March 6, 1873 Articles Returned: March 10, 1873 Charles Vrounelle? V. Consul
H.B.M Consulate - Bilbao [Spain] Arrived: 26th January 1873 Articles Deposited: 29th January 1873 Articles Returned on the: 29th January 1873 Horace Goring Consul	No. 79 H.B.M's Vice Consulate Huelva [Spain] Vessel arrived: 12 March 1873 Articles Deposited: 12 March 1873 Articles Returned: 13 March 1873 Edward Diaz H.M's Vice Consul
I hereby certify that I have made some? changes in my crew at this Port. <i>W.P. Hamilton, Master</i> London 17/2/73 [17 February 1873]	
Provisions of the Leno? compiled with H. Moore Day Super Stamp that indicates: Fe 17, 73 {Feb 17, 1873} with surrounding words in a circle: M.M. Office St. Kathe Dk House [Mercantile Marine Office St. Katherine Dock House, London]	79 H.B.M's Vice Consulate Huelva [Spain] This is to certify that the within named Benjamin Granger has been discharged and left at this Port in Hospital suffering from injuries in the service of the Ship. That I have given my sanction to his being so left, that provision has been made by the Master for his subsistence and passage Home and that his wages and effects have been delivered to me. Huelva 13th March 1873 Edward Diaz H.M's Vice Consul

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. St. Nazaire, France is on the west coast of France, about 170 miles southwest of Brest.
3. Bilbao, Spain is about 350-400 miles straight south of St. Nazaire, France. It is difficult to read the time, but it appears the Master wrote

that they left St. Nazaire, France at midnight. Thus they arrived in Bilbao in about 16 hours or about 20 mph.

4. The St. Katherine Docks were near the Tower of London and thus further upstream than Deptford. While the *West of Liverpool* arrived at Deptford on 15 February and departed downstream 19 February, it is unclear whether they took the ship to St. Katherine Dock or if W.P. Hamilton, Master took other transportation (small boat or via land) there. The Crew Agreement shows no men added while in Deptford for 15-19 February. Perhaps, because of the desertions and adds previously noted in his log, it was necessary or useful to report the changes to a Mercantile Marine Office.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Certificates - Page 13 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

No. 86 British Vice Consulate Valencia [Spain] Vessel arrived: 14 April 1873 articles deposited: 15 April 1873 Articles Returned: 17 April 1873 <i>Joseph St. Dart</i> British V. Consul No Fee	I hereby declare that all charges in my crew for this voyage have been affected. <i>W.P. Hamilton, Master</i>  Provisions of the Law complied with M.M.O [Merchant Marine Office] South Shield April 2, 1873 <i>Robert Kerr, Dpy [Deputy]</i>
Vice Consulade de Portugal d Vel? xx? 1873 Tieto P. L Lemaren? UL Covall? <i>Miguel Fuerty?</i> Cay?	B. V. Consulate, V. Real Sto. Antonio Vessel arrived: 21st April 1873 articles deposited: 21st April 1873 Articles Returned: 23rd April 1873 for the V. Consul <i>J. O. Pavares?</i>
Mercantile Marine Office, Liverpool Articles and Off Log Book deposited and returned to the Master of the West this 10th day of May 1873 The Merchant Shipping Act complied with. <i>Leff Farrell for Superintendent</i>	No 87 "West" British Consulate Oporto Vessel arrived: 18 May 1873 Articles presented: 19 May 1873 Articles returned: 19 May 1873 <i>Laurell? Fonko</i> Acting British Consul
	British Consulate Seville Vessel arrived: 26 May 1873 Articles deposited: 26 May 1873 Articles returned: 31 May 1873 <i>Manuel Helliences</i> H.B.M Consul Seville

### Notes

1. The entry for the Vice Consulade de Portugal d Vel? is from the Vice Consulate of Portugal. The date and the stamp were unreadable. It is unclear what this entry was for.
2. Vila Real de Santo António is in the most southeastern part of Portugal on the Guadiana river. The *West of Liverpool* arrived 21 April 1873 and departed after 23 April, probably on 25 April.

## West Voyage to France, Spain, Portugal, Holland - 10 Jan 1873 to 23 June 1873

### Certificates - Page 14 Or Endorsements made by Consuls or by Officers in British Possessions Abroad

No. 763 British Consulate Rotterdam [Netherlands] Agreement deposited: June 13, 1873 Agreement returned: June 14, 1873 <i>W. Kaent?</i> Consul	
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## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 23 June 1873, the Master signed the Crew Agreement 84975.</p> <p>The Crew Agreement's Commencement of Voyage was 24 June 1873 from So. Shields.</p> <p>Oscar signed the Crew Agreement on 24 June 1873 in So. Shields and was to be on board <i>24 June at 6 am.</i></p>	<p>The nature of the voyage was to Spain. Left South Shields on 1 July 1873.</p> <p>On 10 July 1873 the <i>West of Liverpool</i> arrived in Seville, Spain and deposited their articles also on 10 July which were returned on the 18th of July.</p> <p>The <i>West of Liverpool</i> then left Seville the next day, the 19th of July 1873.</p> <p>On 19th July 1873 the <i>West of Liverpool</i> arrived in Huelva, Spain and deposited their articles on 20 July which were returned on the 30th of July.</p> <p>The <i>West of Liverpool</i> then left Huelva, Spain 2 days later, the 1st of August 1873.</p> <p>The <i>West of Liverpool</i> left Oporto, Portugal, the 6th of August 1873.</p>	<p>The Voyage Terminated on 16 August 1873 at Liverpool.</p> <p>On 16 August 1873, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 36 and his place of birth as Sweden. This is correct as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in [1873] as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as a Donkeyman.</p> <p>On the Crew Agreement, Oscar's wages are 1.15.0 per week. This compared to 1.10 for an Able Bodied Seamen on this voyage.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at Liverpool on 16 August 1873. He signed with his own signature for his balance 10.8.7.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. The original voyage was intended to be as much as 9 months and to many more and further locations than are identified. Thus the voyage finished earlier than originally conceived.
4. This is the first voyage Oscar Scholdberg had the position of Donkeyman, one he consistently maintained until his death in



November 1875, a period of about 2 1/2 years. For the previous voyage, he was an Able Bodied Seaman. As a Donkeyman, he operated the Donkey Engine for loading and unloading cargo and presumably monitored and maintained the steam driven engine. On the next voyage, he received much higher pay than as an Able Bodied Seaman. It is not known when or how he learned to operate the Donkey Engine as there was no gap in time after the previous voyage, though I have speculated that he may have learned while on the previous voyage after the previous donkeyman discharged early.

## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

Agreement and Account of Crew					Agreement No. 84975
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Forward, Paton & Co.	6 New Quay Liverpool	W.P. Hamilton	82052	on Board	Engagement Fee: 1.5.0 27/6/73 Discharging Fee :1.5.0 15/8/73
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
24 June 1873	So. Shields	16 August 1873	Liverpool	16 August 1873	<i>Wm Nash, Master</i>

### Notes

1. W.T. Hamilton was the Master on the previous voyage of the *West of Liverpool*. He assembled the crew for this voyage, but he was replaced by William Nash on 24 January 1873. This seems to be a pattern for the *West of Liverpool*. Perhaps the owners were trying to find just the right Master for them for the *West of Liverpool* or perhaps there were other issues.

## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.	Equivalent Substitutes as comfort or necessity may require. Crew to find their own provisions.																																																																																								
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	<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>thirteen</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>the Tyne to Seville and, if required, to any ports or places in the Mediterranean Sea, Black Sea, Sea of Azov, Spain, Portugal or Continent of Europe; thence to a final port of discharge in the United Kingdom; probable length of voyage nine months.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: center;">Signed by: <i>W. Hamilton, Master, on the 23rd day of June 1873</i></p>																																																																																								

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from *the Tyne to Seville and, if required, to any ports or places in the Mediterranean Sea, Black Sea, Sea of Azov, Spain,*

*Portugal or Continent of Europe; thence to a final port of discharge in the United Kingdom; probable length of voyage nine months.*

2. From Log entries and Consulate Certificates, the Voyage appears to be Shields to Seville to Huelva, Spain to Oporto, Portugal to Liverpool. It is possible there were other ports but no consulate entries were required if less than 21 hours or in United Kingdom home ports.
3. South Shields is on the river Tyne. For a point of reference, Newcastle upon the Tyne is about 10 miles up-river.
4. There is a large X through the Scale of Provisions and the Substitutes and underneath is written *Crew to find their own provisions*. There was a *Cook* and *Steward* on board, though it was the same person. Perhaps it only meant that since there was not a separate *Steward* as was usual, then the Crew *had to serve themselves*. The alternative of the crew having to purchase, store and prepare their meals seems impossible to deal with.

## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

Agreement and Account of Crew Name of Ship: West Agreement No. 84975						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
14. <i>Oscar Scholdberg</i>	36	Sweden	West Liverpool 1873	24 June 1873 So. Shields	Donkeyman	24 June 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
1.15.0 per week	[0.0.0]		16 August 1873, Liverpool, Discharged		10.8.7	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 14th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Cook/Steward, Boatswain, Engineer, 2nd Engineer, Donkeyman, 3 Firemen, and 5 Able Bodied Seamen for a total of 17.
3. The agreement to join the ship was 24 June 1873, but for Oscar Scholdberg and the other, the time to be on-board at 24 June 1873 at 6 am. Thus Oscar appears to have joined and been onboard around the same time.
4. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
5. Oscar listed his age as 36. This is correct as it is believed he was born 13 Jan 1837.
6. Oscar's pay per month was 1.10.0 or 1 pounds, 10 shillings, and 0 pence per week. In subsequent voyages he was paid monthly.
7. It appears Oscar Scholdberg signed his own name on the discharge

## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
West S.S.	65883	Liverpool	380	W.P. Hamilton Wm Nash	82052 8772
<b>Port and Date when Voyage Commenced</b>				Shields 26 June 1873	
<b>Nature of the Voyage or Employment</b>				Seville, Spain	
<b>Port and Date when Voyage Terminated</b>				Liverpool 16 Aug 1873	
<b>Delivered to the Shipping Master of the Port of</b>				Liverpool 16 Aug 1873 Wm Nash, Master 59 Bowring Street, Liverpool	

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. William Nash, Master			
2. Dunan Mackenzie, 1st Mate	VG	VG	
3. William Hall, 2nd Mate	VG	VG	
14. Oscar Scholdberg, Donkeyman	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

Page 8: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
26th June 1873	South Shields	This is to certify that I took charge of the S.S. West, this day, and received all documents. Wm Nash, Master D. Mackenzie, Mate
1st July 1873	Shields	Left Shields 1st July 1873 Draft of Water 12 ft 3 in Aft 11 ft 00 in Forward Wm Nash, Master D. Mackenzie, Mate
19th July 1873	Seville	Left Seville for Huelva [Spain] 19th July 1873 Draft of Water 10 ft 6 in Aft 7 ft 00 in Forward Wm Nash, Master D. Mackenzie, Mate
1st August 1873	Huelva [Spain]	Left Huelva [Spain] 1st August 1873 Draft of Water 14 ft 8 in Aft 13 ft 2 in Forward Wm Nash, Master D. Mackenzie, Mate
6th August 1873	Oporto [Portugal]	Left Oporto [Portugal] 6th August 1873 Draft of Water 15 ft 5 in Aft 14 ft 6 in Forward Wm Nash, Master D. Mackenzie, Mate

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. While the voyage commenced on 24 June 1873, and in general the men were to be on-board the same day, the ship did not leave for another week. It is presumed the men were paid and on-board. There is no indication for the delay.
3. William Hamilton was the Master on the previous voyage of the *West of Liverpool* and assembled the crew for this voyage. For unknown reasons he was replaced before the *West of Liverpool* left Shields.

4. Huelva is on the southwest coast of Spain near the southern Portugal border.
5. Porto, Portugal, known as Oporto in English is the 2nd largest city in Portugal after Lisbon. Porto is about 200 miles north of Lisbon.



## West Voyage to Spain and Portugal - 24 June 1873 to 16 Aug 1873

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
British Consulate Seville Vessel arrived on the: 10th July 1873 Articles Deposited: 10th July 1873 Articles returned on the: 18th July 1873 <i>Man J Williams</i> W.B.M. Consul [sp] Seville	
No. 215 British Vice Consulate Huelva [Spain] Vessel arrived: 19th July 1873 Articles Deposited: 20th July 1873 Articles returned on the: 30th July 1873 Edward Diaz British V. Consul	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Huelva is on the southwest coast of Spain near the southern Portugal border.
3. There was no entry for Oporto, Portugal though the Log indicated a stop. Presumably it was a short visit.
4. The stays in Seville and Huelva were much longer than the usual stops for the *West of Liverpool*. Most times they were just a day or two. The long times could be weather related or difficulty in finding or waiting for goods to load.

## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 30 August 1873, the Master signed the Crew Agreement 12413.</p> <p>The Crew Agreement's Commencement of Voyage was 1 September 1873 from Liverpool.</p> <p>Oscar signed the Crew Agreement on 30 August 1873 in Liverpool and was to be on board 1 September at 8 am.</p>	<p>The nature of the voyage was to the Moroccan Coast. Left Liverpool on 1 September 1873.</p> <p>On 16 September 1873 the <i>West of Liverpool</i> arrived in Mogador and deposited their articles on 17 September which were returned on the 25th of September. The <i>West of Liverpool</i> left the next day, the 26th of September 1873.</p> <p>On 5 October 1873 the <i>West of Liverpool</i> left Gibraltar for Liverpool where a Supercargo was added.</p>	<p>The Voyage Terminated on 13 October 1873 at Liverpool.</p> <p>On 14 October 1873, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 37 and his place of birth as Sweden. This should have been age 36 as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1873 as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as a Donkeyman.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This compared to 3.10 for an Able Bodied Seamen on this voyage.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at Liverpool on 13 October 1873. He signed with his own signature for his balance of his wages of 7.13.3.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. Since the *West of Liverpool* was returning to Liverpool, the Supercargo individual must have been trying to return to Liverpool as the voyage was over and he would not have been needed.



## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

Agreement and Account of Crew					Agreement No. 12413
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
G.P. Forwood	6 New Quay Liverpool	<i>W. Nash</i>	8772	59 Bowring St. Liverpool	Engagement Fee 1.5.0 Discharging Fee 1.5.0 14/10/73
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
1 September 1873	Liverpool	13 October 1873	Liverpool	14 October 1873	<i>Wm Nash, Master</i>

## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

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	<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>Four</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>Liverpool to Tangiers and Mogador, and any ports and places on the Coast of Morocco and back to a final port of discharge in the United Kingdom, term not to exceed 12 months.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p>																																																																																								
	<p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: center;">Signed by: <i>Wm Nash, Master, on the 30th day of Aug 1873</i></p>																																																																																								

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from *Liverpool to Tangiers and Mogador, and any ports and places on the Coast of Morocco and back to a final port of discharge in the United Kingdom, term not to exceed 12 months.*

2. From Log entries and Consulate Certificates, the Voyage appears to be Liverpool to Mogador to Gibraltar return to Liverpool. It is possible there were stops in Tangiers and other ports but no consulate entries were required if less than 21 hours or in United Kingdom home ports.
3. There seems to be a slight inconsistency in the number and consistency of the crew and what is in the actual Crew Agreement and Log. See next page.
4. Wm Nash, Master abbreviated Boatswain as Bsn and Steward as St.

## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

Agreement and Account of Crew Name of Ship: West Agreement No. 12413						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
18. <i>Oscar Scholdberg</i>	37	Sweden	West Liverpool 1873	30 Aug 1873 Liverpool	Donkeyman	1 Sep 8 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
5.0.0	[0.0.0]		13 October 1873, Liverpool, Discharged		7.13.3	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 18th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkeyman, 3 Firemen, and 5 Able Bodied Seamen for a total of 18. A Supercargo was added in Gibraltar.
3. A Supercargo is a person employed on board a vessel by the owner of cargo carried on the ship. The duties of a supercargo are defined by admiralty law and include managing the cargo owner's trade, selling the merchandise in ports to which the vessel is sailing, and buying and receiving goods to be carried on the return voyage (Wikipedia).
4. The agreement to join the ship was 30 August, but for Oscar Scholdberg and the other, the time to be on-board at 1 September at 8 am.
5. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
6. Oscar listed his age as 37. This should have been age 36 as it is believed he was born 13 Jan 1837.
7. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.
8. It appears Oscar Scholdberg signed his own name on the discharge

## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
West S.S.	65883	Liverpool	380	William Nash	8772
<b>Port and Date when Voyage Commenced</b>				Liverpool 1 Sept 1873	
<b>Nature of the Voyage or Employment</b>				Morocco Coast	
<b>Port and Date when Voyage Terminated</b>				Liverpool 13 Oct 1873	
<b>Delivered to the Shipping Master of the Port of</b>				Liverpool 14 Oct 1873 Wm Nash, Master 59 Bowring Street, Liverpool	

Page 5: List of Crew and Report of Character			
<p>Christian and Surname at length of each Member of Crew, and Capacity in which engaged.</p>	<b>Report of Character*</b>		<p>If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.</p>
	For General Conduct	For Ability in Seamanship	
1. William Nash, Master			
2. William Smith Woodhouse, 1st Mate	VG	VG	
3. Dennis W. McCarthy, 2nd Mate	VG	VG	
18. Oscar Scholdberg, Donkeyman	VG	VG	
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>			



## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

### Page 8: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Monday, 1st Sept 1873	Liverpool	Sailed from Liverpool, S.S. West
Tuesday Sept 2/73		Draft of Water 13 ft 00 in Aft 8 ft 6 in Forward Wm Nash, Master Smith Woodhouse, Mate
Friday 26 Sept 1873	Mogador	Sailed from Mogador Draft of Water 13 ft 00 in Aft 13 ft 00 in Forward Wm Nash, Master Smith Woodhouse, Mate
Sunday 5th October 1873	Gibraltar	Left Gibraltar for Liverpool Draft of Water 14 ft 00 in Aft 11 ft 00 in Forward Wm Nash, Master Smith Woodhouse, Mate

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. While the entry indicates a sailing from Liverpool on 1 September, the Draft entries were for 2 September. Most of the time the readings were made in port. Perhaps they forgot or perhaps they were held up along the way for a day.

## West Voyage to Morocco and Gibraltar - 1 Sept 1873 to 13 Oct 1873

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

Mogador, British V. Consulate Vessel arrived: 16th September 1873 Articles Deposited: 17th September 1873 Articles returned: 25th September 1873 <i>William Grace</i> For the Actg V. Consul	
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.
3. The Log indicated the West of Liverpool departed Mogador on 26 September, thus they were there for about 10 days. Quite a long time. Perhaps they were awaiting cargo to load.

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 31 October 1873, the Master signed the Crew Agreement 13477.</p> <p>The Crew Agreement's Commencement of Voyage was 1 November 1873 from Liverpool.</p> <p>Oscar signed the Crew Agreement on 31 October 1873 in Liverpool and was to be on board 1 November at 6 am.</p>	<p>The nature of the voyage was to Morocco and the Mediterranean Sea.</p> <p>Left Liverpool on 1 November 1873 for Lisbon.</p> <p>Unknown arrival date in Lisbon.</p> <p>On 16 November 1873 the <i>West of Liverpool</i> arrived in Casablanca.</p> <p>The <i>West of Liverpool</i> likely arrived in Mazagan, Morocco on 17 November 1873 before leaving the same day.</p> <p>On 17 November 1873 the <i>West of Liverpool</i> arrived in Mogador and prepared to leave 25 November 1873.</p> <p>On 12 December 1873 the <i>West of Liverpool</i> arrived in Alexandria, Egypt and prepared to leave 13 December 1873.</p> <p>On 20 December 1873 the <i>West of Liverpool</i> arrived in Terranova, Sicily and prepared to leave 28 December 1873 with a load of sulfur.</p> <p>On 8 January 1874 the <i>West of Liverpool</i> arrived in Oporto, Portugal and prepared to leave about 14 January 1874.</p> <p>On 16 January 1874 the <i>West of Liverpool</i> arrived in Huelva, Spain and prepared to leave 19 January 1874.</p>	<p>The Voyage Terminated on 29 January 1874 at Liverpool.</p> <p>On 29 January 1874, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 27 and his place of birth as Sweden. This should have been age 36 as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1873 as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as a Donkeyman.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This compared to 3.10 for an Able Bodied Seamen on this voyage.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at Liverpool on 29 January 1874. He signed with his own signature for his balance of his wages of 13.7.2.</p>

## Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Agreement and Account of Crew					Agreement No. 13477
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
G.P. Forwood	6 New Quay Liverpool	<i>W. Nash</i>	8772	15 Tennyson Street Liverpool	Exempt 1.5.0 30/1/74
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
1 November 73	Liverpool	29 January 1874	Liverpool	29 January 1874	<i>Wm Nash, Master</i>

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.	Substitutes Equivalent may be issued at the Masters options.																																																																																								
<table border="1" style="width: 100%; border-collapse: collapse; margin: 0 auto;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Bread lb.</th> <th style="width: 10%;">Beef lb.</th> <th style="width: 10%;">Pork lb.</th> <th style="width: 10%;">Flour lb.</th> <th style="width: 10%;">Peas Pint</th> <th style="width: 10%;">Rice lb.</th> <th style="width: 10%;">Tea oz</th> <th style="width: 10%;">Coffee oz</th> <th style="width: 10%;">Sugar oz</th> <th style="width: 10%;">Water qts</th> </tr> </thead> <tbody> <tr> <td>Sunday</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1 1/2</td> <td></td> <td style="text-align: center;">1/2</td> <td></td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Monday</td> <td style="text-align: center;">1</td> <td></td> <td style="text-align: center;">1 1/4</td> <td></td> <td style="text-align: center;">1/3</td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Tuesday</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1 1/2</td> <td></td> <td style="text-align: center;">1/2</td> <td></td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Wednesday</td> <td style="text-align: center;">1</td> <td></td> <td style="text-align: center;">1 1/4</td> <td></td> <td style="text-align: center;">1/3</td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Thursday</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1 1/2</td> <td></td> <td style="text-align: center;">1/2</td> <td></td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Friday</td> <td style="text-align: center;">1</td> <td></td> <td style="text-align: center;">1 1/4</td> <td></td> <td style="text-align: center;">1/3</td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Saturday</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1 1/2</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">1/8</td> <td style="text-align: center;">1/2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> </tbody> </table>		Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts	Sunday	1	1 1/2		1/2			1/8	1/2	2	3	Monday	1		1 1/4		1/3		1/8	1/2	2	3	Tuesday	1	1 1/2		1/2			1/8	1/2	2	3	Wednesday	1		1 1/4		1/3		1/8	1/2	2	3	Thursday	1	1 1/2		1/2			1/8	1/2	2	3	Friday	1		1 1/4		1/3		1/8	1/2	2	3	Saturday	1	1 1/2					1/8	1/2	2	3	<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the Crew shall consist of Mate, Carpenter, Steward, Cook, 6 Seamen, 2 Engineers, and 3 Firemen. No Grog allowed.</i></p>
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts																																																																															
Sunday	1	1 1/2		1/2			1/8	1/2	2	3																																																																															
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Thursday	1	1 1/2		1/2			1/8	1/2	2	3																																																																															
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Saturday	1	1 1/2					1/8	1/2	2	3																																																																															
<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom Six are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>Liverpool to Tangiers and Mogador, and any ports and places on the Coast of Morocco, and Mediterranean Sea and back to a final port of discharge in the United Kingdom, term not to exceed 6 months.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: center;">Signed by: <i>JWm Nash, Master, on the 31st day of October 1873</i></p>																																																																																									

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from *Liverpool to Tangiers and Mogador, and any ports and places on the Coast of Morocco, and Mediterranean Sea and*

*back to a final port of discharge in the United Kingdom, term not to exceed 6 months.*

2. From Log entries and Consulate Certificates, the Voyage appears to be Liverpool to Lisbon to Casablanca to Mazagan to Mogador (all in Morocco), to Alexandria, Egypt to Terranova, Sicily (now Gela) to Porto Portugal to Huelva, Spain with return to Liverpool. It is possible there were stops in Tangiers and other ports but no consulate entries were required if less than 21 hours or in United Kingdom home ports. To simplify the title, *Morocco and Mediterranean Sea* was chosen.
3. There seems to be an inconsistency in the number and consistency of the crew and what is in the actual Crew Agreement and Log. See next page.

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Agreement and Account of Crew Name of Ship: West Agreement No. 13477						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
17. <i>Oscar Scholdberg</i>	27	Sweden	West Liverpool 1873	31 October 1873 Liverpool	Donkeyman	1 Nov 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
5.0.0	3.0.0		29 January 1874, Liverpool, Discharged		13.7.2	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 17th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkey Engineer, 3 Firemen, and 7 Able Bodied Seamen, 1 Ordinary Seaman, a 2nd Steward, a Cabin Boy and a Supercargo for a total of 24.
3. A Supercargo is a person employed on board a vessel by the owner of cargo carried on the ship. The duties of a supercargo are defined by admiralty law and include managing the cargo owner's trade, selling the merchandise in ports to which the vessel is sailing, and buying and receiving goods to be carried on the return voyage (Wikipedia).
4. The agreement to join the ship was 31 October, but for Oscar Scholdberg and the other, the time to be on-board at 1 November at 6 am.
5. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
6. Oscar listed his age as 27. This should have been age 36 as it is believed he was born 13 Jan 1837.
7. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.
8. It appears Oscar Scholdberg signed his own name on the discharge



## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
West S.S.	65883	Liverpool	380	William Nash	8772
<b>Port and Date when Voyage Commenced</b>				Liverpool 1 Nov 1873	
<b>Nature of the Voyage or Employment</b>				Lisbon and Morocco Coast	
<b>Port and Date when Voyage Terminated</b>				Liverpool 29 Jan 1874	
<b>Delivered to the Shipping Master of the Port of</b>				Liverpool 29 Jan 1874 Wm Nash, Master 15 Tennyson Street, [Liverpool]	

### Notes

1. The actual nature of the voyage included not only the Morocco Coast but also many ports along the Mediterranean Sea including Spain and Portugal, but at the time it was written, the actual locations were not known.

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. William Nash, Master			
2. William Smith Woodhouse, 1st Mate	VG	VG	
3. Dennis W. McCarthy, 2nd Mate	VG	VG	
13. Oscar Scholdberg, Donkeyman	VG	VG	
<p>*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.</p>			

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

### Page 8: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
[Saturday, 1st November 1873]	[Liverpool]	West S.S. left Liverpool Saturday 1st Nov 1873 for Lisbon Draft of Water 14 ft 6 in Aft 11 ft 10 in Fo[wa]rd Wm Nash, Master Smith Woodhouse, Mate
[28 Dec 1873]	[Teranova, Sicily]	Left Teranova, Sicily 28 Dec 1873 with a cargo of Sulfur for Oporto [Porto, Portugal] Draft 15 ft 10 in Aft 14 ft 10 in Fo[wa]rd Wm Nash, Master Smith Woodhouse, Mate
	[Huelva, Spain]	

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. Teranova, Sicily is spelled as Terranova. In 1927 the city was renamed Gela. The city is located on the southwest coast of Sicily.

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Page 9: Official Log of the S.S. West		
Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Monday, 3rd Nov 1873	St. George's Channel	Richard Bromley AB has been subrated to OS this day, he being found incompetent to perform the Duties of AB and cannot steer. Wm Nash, Master Smith Woodhouse, Mate

### Notes

1. St. George's Channel is sea channel which connect Ireland to Wales. It is south of Liverpool.
2. Richard Bromley was 19 years old. He was demoted to ordinary seaman (OS). The position is an apprenticeship to become an able seaman. Richard Bromley did complete the voyage though his pay was lowered. It was difficult to read the script but the action word appears to be *subrated*, though it could be *directed* or something similar.

## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

### Page 10: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Sunday 16th Nov 1873	Casablanca, [Morocco]	Having called at this Port today, to land about 15 tons of General Cargo, the under noted Seamen all refused to work at Cargo unless they were paid one shilling per hour overtime. I offered them Six pence per hour, but they all refused to work on these terms, the consequence was that I had to go on shore in an open Road Head to procure men to work and through the delay, lost getting into the next Port, Masagan, the same evening before dark, this being an open coast. Cargo can only be landed in fine weather, and vessels must take the first opportunity.
	Names of Seamen who refused duty	Wm Weatherhead, John Banks, Michael Finny, Daniel McKenzie, Charles Rodolf, Wm Harvey (the ring leader), Wm Edwards, all AB Wm Nash, Master Smith Woodhouse, Mate

### Notes

1. There were twelve pence in a shilling and twenty shillings, or 240 pence, in a pound.
2. *Open Road Head* might be *open Road Stead* as it was difficult to read the script.
3. In the list of Seamen, Wm Nash noted they were all AB (Able Bodied Seamen). However, William Harvey was listed as a Boatswain.
4. Certainly, Oscar Scholdberg was involved in the unloading since he was in charge of the Donkey Engine, a steam powered winch. But probably one needed men to attach and fill the cargo nets in the hold and on-shore.
5. Mazagan, now called El Jadida also is in Morocco and is about 160 miles north of Mogador (Essaouira). In the Log, Mazagan was spelled as Masagan.
6. The Master's log above is helpful in understanding the open coast for docking, presumably one that is neither up-river or in a sheltered harbor from the sea.
7. Neither Casablanca nor Mazagan are noted in the Consulate Certificates. Presumably this is because they were there less than 21 hours. Thus the voyage and many others may have docked at a number of other ports.



## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

### Page 11: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Sunday, January 11/1874	Oporto [Portugal]	This is to certify that Charles Coulson, Cook, went on shore without liberty from me, or any of the Officers, leaving the Crews dinner on the fire to take care of itself, and remained off duty 3 days. He having turned too on Wednesday, 14th January 1874, for work. I imposed a fine of 6 days pay. Wm Nash, Master Smith Woodhouse, Mate
Sunday, January 12/1874	Oporto [Portugal]	Certified that Charles Rudolf A.B. has been this day off duty for which I imposed a fine of 2 days pay. Wm Nash, Master Smith Woodhouse, Mate

### Notes

1. While the Certificate Papers were returned by the British Consulate on 10 January, the West of Liverpool could have not left Oporto, Portugal until at least 14 January. Thus while the return of papers suggests a date the ship may have left port, it is not necessarily the day they actually left.
2. A.B. is Able Bodied Seaman

West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Page 12: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
		<p>General Register and Record Office of Shipping and Seamen. 82 Basinghall Street, London E.C.</p> <p>I certify that this Book has been carefully examined and that the portion detached neither contained entries nor handwriting of any kind and that the portion retained comprises the whole of the entries and particulars made in the Official Log.</p> <p>for the Registrar General of Shipping and Seamen W. Faultas? Clerk in charge of Records 13 day of Dec. 1878</p>



## West Voyage to Morocco and Mediterranean Sea - 1 Nov 1873 to 29 Jan 1874

Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad	
Vessel arrived: 17th Nov 1873 Articles Deposited: 18th Nov 1873 Articles returned: 25th Nov 1873 Mogador 25th Nov 1873 <i>Augt Beaumird</i> [sp?] Consul, Acting British V. Consul	V. 8 "West" British Consulate Oporto [Portugal] Vessel arrived: 8th January 1874 Articles presented: 9 January 1874 Articles returned: 10 January 1874 <i>Laurel? Fonke</i> Vice Consul and Secretary
British Consulate Alexandria Vessel arrived: 12th December 1873 Articles Dep[osited]: 12th December 1873 Articles Ret[urned]: 13th December 1873 <i>Henry H. Calvert</i> Consul	No 15 British Vice Consulate Huelva Vessel arrived: 16th January 1874 Articles presented: 19 January 1874 Articles returned: 19 January 1874 <i>Edward Diaz</i>
British Consulate Terranova, Sicily Vessel arrived: 20 December 1873 Articles Dep[osited]: 20 December 1873 Articles Ret[urned]: 28 December 1873 <i>E. Bresmen?</i> V. Consul	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.
3. In 1927, Terranova on the southwest coast of Sicily. was renamed Gela.
4. Porto, Portugal, known as Oporto in English is the 2nd largest city in Portugal after Lisbon. Porto is about 200 miles north of Lisbon. Given the *West of Liverpool* was at Huelva on the 16th of January, there was some backtracking southward before returning to Liverpool.
5. V. 8 "West" is probably a sequence number, perhaps the 8th Vessel arriving that day. Similarly No. 15 for the *West of Liverpool's* arrival in Huelva.
6. Huelva is on the southwest coast of Spain near the southern Portugal border.



## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 25 February 1874, the Master signed the Crew Agreement 16752.</p> <p>The Crew Agreement's Commencement of Voyage was 27 February 1874 from London, St. Katherine Dock, London.</p> <p>Oscar signed the Crew Agreement on 26 February 1874 in London and was to be on board 27 February at 8 am.</p>	<p>The nature of the voyage was to Morocco and Canary Islands.</p> <p>Left London on 27 February 1874 at 11 am.</p> <p>On 2 March 1874 the <i>West of Liverpool</i> was in Gibraltar and was bound to London.</p> <p>On 13 March 1874, the <i>West of Liverpool</i> arrived in Mogador.</p> <p>On 22 March 1874, the <i>West of Liverpool</i> arrived in Mogador.</p> <p>The Master noted that the vessel had previously called at Grand Canary, Teneriffe and Arrecife.</p> <p>It appears that if the vessel stays at a port less than 21 hours it does not need to present papers to the Consul. Thus there were probably a number of other places the vessel docked to unload or load cargo.</p>	<p>The Voyage Terminated on 11 April 1874 at London.</p> <p>On 15 April 1874, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 37 and his place of birth as Sweden. This suggests a year of birth of 1837 which matches his believed dates of birth 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1874 as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as a Donkey Engine, or possibly Donkey Engineer.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This compared to 3.15 for an Able Bodied Seamen on this voyage.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at London on 11 April 1874. He signed with his own signature for his balance of his wages of 7.13.4.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009

## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

Agreement and Account of Crew					Agreement No. 16752
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
Forwood Paton & Fo?	Liverpool	<i>John Hogg</i>	7436	34 Queens Road Liverpool	1.5.0 14/4/74
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
27 February 74	London	11 April 1874	London	15 April 1874	<i>John Hogg, Master</i>

### Notes

1. It is difficult to read the Managing Owner, but it appears to be a number of individuals. On the next voyage it was just Forwood.

## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						Substitutes Equivalent may be issued at the Masters options. No Spirits allowed				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2	2	3
And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the Seaman and Fireman shall render mutual assistance in the general duties of the vessel where required.</i>						The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>Seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to Tenerife and any other of the Canary and Azore Islands, Madera Morocco, Spain, Portugal and France and any other places around the Mediterranean Sea and Belgium, Holland and Germany and back to the Port of final discharge in the United Kingdom. Length of Voyage not to exceed 6 months.</i>				
						* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated				
						In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.				
						Signed by: <i>John Hogg, Master, on the 25<sup>th</sup> day of February 1874</i>				

## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

Agreement and Account of Crew Name of Ship: West Agreement No. 16752						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
17. <i>Oscar Scholdberg</i>	37	Sweden	West Liverpool 1874	26 February 1874 London	Donkey Engine	27 Feb 8 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)	Balance of Wages on Discharge	Signature	
5.0.0	2.1		11 April 1874, London, Discharged	7.3.4	<i>Oscar Scholdberg</i>	

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 17th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkey Engineer, 3 Firemen, and 7 Able Bodied Seamen for a total of 20.
3. The agreement to join the ship was 26 February, but for Oscar Scholdberg and the other, the time to be on-board at 27 February at 8 am.
4. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
5. Oscar listed his age as 37 which is believed to be correct as he was born 13 January 1837.
6. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.
7. It appears Oscar Scholdberg signed his own name on the discharge

## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. West	65883	Liverpool	380	John Hogg	7436
<b>Port and Date when Voyage Commenced</b>				London 27 Feb 1874	
<b>Nature of the Voyage or Employment</b>				Morocco Coast and Canary Islands	
<b>Port and Date when Voyage Terminated</b>				London 11 April 1874	
<b>Delivered to the Shipping Master of the Port of</b>				London 15 April 1874 John Hogg, Master 34 Queens Road, Everton, Liverpool	

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. W.P. Forwood, 1st Mate	VG	VG	
2. Dennis W. McCarthy, 2nd Mate	VG	VG	
16. Oscar Scholdberg, Donkey Engineer	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

### Page 8: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Friday 27 February [1874]	London	Ship left St. Katherine Dock Drawing Forward 10 ft 0 inches Drawing Aft 14 ft 0 inches Freeboard 4 ft 0 inches John Hogg, Master Well P. Forwood, Mate
Thursday?, March 2nd [1874]	Gibraltar	S.S. West hauled to Gibraltar bound ot London Drawing Forward 11 ft 0 inches Drawing Aft 13 ft 4 inches Freeboard 4 ft 6 inches John Hogg, Master Well P. Forwood, Mate

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. There are several docks in London and St. Katherine Dock was one of them. Based on the presumption that it would be logical the same ship would return to the same location for discharging men and cargo it is likely the *West of Liverpool* terminated many if not all of Oscar Scholdberg's London voyages in London at the St. Katherine Docks.
3. The date March 2nd seems clearly written, but the day of the week for March 2nd was Monday. It is not clear why after a journey of only a few days they were returning to London. It is also not clear if hauled meant they were towed or if it was an expression.



West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

Page 10: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
		<p>General Register and Record Office of Shipping and Seamen. 82 Basinghall Street, London E.C.</p> <p>I certify that this Book has been carefully examined and that the portion detached neither contained entries nor handwriting of any kind and that the portion retained comprises the whole of the entries and particulars made in the Official Log.</p> <p>for the Registrar General of Shipping and Seamen W. Faultas? Clerk in charge of Records 13 day of Dec. 1878</p>

## West Voyage to Gibraltar, Morocco and Canary Isl. - 27 Feb 1874 to 11 April 1874

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
Vessel arrived: 13th March 1874 Articles Deposited: 14th March 1874 Articles returned: 15th March 1874 Mogador 15 March 1874 <i>Augt Beaumird</i> [sp?] Consul, Acting British V. Consul	
Vessel arrived: 22nd March 1874 Articles Deposited: 23rd March 1874 Articles returned: 26th March 1874 Mogador 26th March 1874 <i>Augt Beaumird</i> [sp?] Consul, Acting British V. Consul	
The vessel called at Several other Ports viz. Grand Canary, Teneriffe and Arrecife? but in each was less than twenty one hours. John Hogg [Master]	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.
3. Teneriffe and Arrecife are in the Grand Canaries.
4. It appears that if a ship was in port less than 21 hours it did not need to hand it its papers to the Consul for review and perhaps fees.

## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 5 May 1874, the Master signed the Crew Agreement 17942.</p> <p>The Crew Agreement's Commencement of Voyage was 7 May 1874 from London.</p> <p>Oscar Scholdberg signed the Crew Agreement for the <i>West of Liverpool</i> on 5 May 1874 in London and was to be on board <i>7 May at 3 am.</i></p>	<p>The nature of the voyage was to Gibraltar, Morocco Ports and Canary Islands.</p> <p>On 7 May 1874 the <i>West of Liverpool</i> sailed from London, probably just after 8 a.m. The same day added an ABS at Gravesend.</p> <p>On 14 May 1874 about noon, the <i>West of Liverpool</i> arrived in Gibraltar.</p> <p>On 15 May 1874 about 9 a.m., the <i>West of Liverpool</i> sailed from Gibraltar and called at Tangiers, Casablanca, Mazagan, Mogador, and all the Canary Islands, discharging cargo all the time and returned to Gibraltar in ballast between 1 and 7 June.</p> <p>On 25 May 1874, the <i>West of Liverpool</i> discharged the Purser at the British Consulate in Las Palmas, Grand Canary.</p> <p>On 29 May 1874, the <i>West of Liverpool</i> arrived at the British Consulate in Mogador, Morocco where they deposited articles on 30 May which were returned the 1 June.</p> <p>On June 7, 1874 about 7 p.m. the <i>West of Liverpool</i> arrived in Cartagena, Spain where they deposited articles at the British Consulate on 8 June which were returned 10 June.</p> <p>On 10 June about 7 p.m. sailed for London by Lisbon.</p>	<p>The Voyage Terminated on 21 June 1874 at London.</p> <p>On 22 June 1874, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 27 and his place of birth as Sweden. This should have been age 37 as it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1874 as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as a Donkey Engine Driver.</p> <p>On the Crew Agreement, Oscar's wages are 5.10.0 per calendar month. This compared to 4.0 for an Able Bodied Seamen on this voyage.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at London on 21 June 1874. He signed with his own signature for his balance of his wages of 7.5.0.</p>

## Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. The agreement to join the ship was 5 May, but for Oscar Scholdberg and the other, the time to be on-board at 7 May at 3 am. It is unclear what happens during this interval, but it could be the 5th was the day the crew signed up and then could stay at home or perhaps sleep on ship.

West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

Agreement and Account of Crew					Agreement No. 17942
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
S.P. Forwood	6 New Quay, Liverpool	<i>John Hogg</i>	7436	On Board	Exempt 23/6/74
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
7 May 74	London	21 June 1874	London	22 June 1874	<i>John Hogg, Master</i>

## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						Substitutes Equivalent may be issued at the Masters options. No Spirits allowed				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2	2	3

  

<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the seaman and fireman shall render mutual assistance in the general duties of the vessel when required.</i></p>	<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>Seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to Gibraltar and of Spain, Portugal, France, any parts of the Coast of Morocco, Azores, Canary Islands and within the Mediterranean and Black Seas to and fro, for any Period not exceeding six months and back to the final Port of discharge in the United Kingdom.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p>In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p>Signed by: <i>John Hogg, Master, on the 5<sup>th</sup> day of May 1874</i></p>
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## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

Agreement and Account of Crew Name of Ship: West Agreement No. 17942						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
17. <i>Oscar Scholdberg</i>	27	Sweden	West Liverpool 1874	5 May 1874 London	Donkey Engine Driver	7 May 3 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
5.10.0	2.15		21 June 1874, London, Discharge		7.5.0	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 17th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkey Engine Driver, 3 Firemen, 7 Able Bodied Seamen, a Cabin Boy and a Purser for a total of 22.
3. The agreement to join the ship was 5 May, but for Oscar Scholdberg and the others, the time to be on-board at 7 May at 3 am. It is unclear what happens during this interval, but it could be the 5th was the day the crew signed up and then could stay at home or perhaps sleep on ship.
4. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
5. Oscar listed his age as 27, but should have been 37 as he was born 13 January 1837.
6. Oscar's pay per month was 5.10.0 or 5 pounds, 10 shillings, and 0 pence.
7. It appears Oscar Scholdberg signed his own name on the discharge

## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
West	65883	Liverpool	381	John Hogg	7436
<b>Port and Date when Voyage Commenced</b>				London 7 May 1874	
<b>Nature of the Voyage or Employment</b>				Gibraltar, Morocco Ports and Canary Islands	
<b>Port and Date when Voyage Terminated</b>				London 21 June 1874	
<b>Delivered to the Shipping Master of the Port of</b>				London 22 June 1874 John Hogg, Master Address: On Board	

### Page 5: List of Crew and Report of Character

Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	Report of Character*		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	
1. M.P. Forwood, Chief Officer	VG	VG	
2. Tho Owen, 2nd Officer	VG	VG	
17. Oscar Scholdberg, Donkeyman	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			



## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

### Page 8: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Thursday, May 7th 8 a.m. [1874]	London	Fresh Water Ship draft of water aft 13 ft 6" Ship draft of water Forward 9 ft 11" John Hogg, Master Well P. Forwood, Mate
Thursday, May 14th noon [1874]	Gibraltar	Salt Water Ship draft of water on arrival 13 ft 4" in aft 9 ft 6" Forward John Hogg, Master Well P. Forwood, Mate
Friday, May 15 9 a.m. [1874]	Gibraltar	Sailed at the above named draft of water and Called at Tangiers, Casablanca, Mazagan, Mogador, and all the Canary Islands, discharging cargo all the time and returned to Gibraltar in ballast drawing 12 ft 0" in aft 8 ft 0" Forward John Hogg, Master Well P. Forwood, Mate
Sunday, June 7th 7 p.m. [1874]	Cartagena, Spain	Arrived here in Ballast
Sunday, June 10th 7 p.m. [1874]	Cartagena, Spain	Sailed for London by Lisbon Ship Drawing aft 14 ft 2 inches Forward 13 ft 9 inches John Hogg, Master Well P. Forwood, Mate
		Ship arrived in London drawing Fresh Water 13 ft 10 in aft 13 ft 6 in forward John Hogg, Master Well P. Forwood, Mate

### Notes

1. This log page presents an overview of the voyage. Subsequent pages provide additional information at some ports.
2. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.

3. On the May 15 entry there is an indication that the ship stopped and unloaded cargo at four ports in Morocco and then the Canary Islands. There are no dates indicated for arrival or departure, but there is only a Consul Certificate for the stop in the Canary Islands. Presumably, our Oscar Scholdberg was quite busy discharging cargo with his Donkey Engine.
4. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.
5. There is no indication in the Log or Certificates that the ship arrived in Lisbon. But it is possible that it did without a recording as was done earlier in Morocco.

## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

### Page 10: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
25th May [1874] Monday 11 a.m.	Las Palmas Grand Canary	Frank L. Smith [Purser] was this day discharged before the English Consul by mutual consent. John Hogg, Master Well P. Forwood, Mate
8th June [1874] Monday 9 a.m.	Cartagena [Spain]	F.W. Pillow, Cabin Boy was this day put out of the Cabin, and put to deck duty, he being too dirty and lazy to remain in the Cabin. John Hogg, Master Well P. Forwood, Mate
10th June [1874] Wednesday 2 p.m.	Cartagena [Spain]	Henry Parry was sent on board by English Consul as a distressed Seaman, said to be of unsound mind, and holding an Only? Mate Certificate, told Consul I had no men to spare to take care of him, as he might jump overboard or commit suicide while under my care. The Consul reply was, Well if he does so enter him in the Official Log Book. Well P. Forwood, Master Thomas Smith, Mate

West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

Page 11: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
Monday 22nd June 2:40 p.m.	London	<p>Henry Parry, Only? Mate, who was sent on board compulsory by the English Consul at Carthagen and said to be of unsound mind. I was ordered by the said English Consul to deliver him to first Shipping Office in England. On applying at the St. Katherine Dock Shipping Office was told they had nothing to do with him but as I had be compelled to bring him home, I was still compelled to look after him, as they had nothing to do with him.</p> <p>I wonder who has.</p> <p>Well P. Forwood, Master</p>

West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

Page 12: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
		<p>General Register and Record Office of Shipping and Seamen. 82 Basinghall Street, London E.C.</p> <p>I certify that this Book has been carefully examined and that the portion detached neither contained entries nor handwriting of any kind and that the portion retained comprises the whole of the entries and particulars made in the Official Log.</p> <p>for the Registrar General of Shipping and Seamen W. Faultas? Clerk in charge of Records 13 day of Dec. 1878</p>

## West Voyage to Gibraltar, Morocco, Canary Isl., Spain - 7 May 1874 to 21 June 1874

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
<p>British vice Consulate, Grand Canary The within mentioned Frank T. Smith, Purser has been this day discharged with my consent. Las Palmas 23rd May 1874 [signature difficult to read] Acting Vice Consul</p>	<p>I hereby certify that I have this day sanctioned the engagement of P.J.C. Rombanks [sp?] upon the terms of the within written agreement that I have ascertained in? and am satisfied that he understands the said agreement and has expressed the same in my presence. Cartagena 10th June 1874 <i>William Wilrain</i> [sp?] Vice Consul</p>
<p>Vessel arrived: 29 May 1874 Articles Deposited: 30 May 1874 Articles Returned: 1 June 1874 British Vice Consulate Mogador 1st June 1874 <i>Artie Beausuierd</i> [sp?]</p>	
<p>British V Consulate Cartagena [Spain] Vessel arrived: 8 June 1874 Articles deposited: 8 June 1874 Articles returned: 10 June 1874 <i>William Wilrain</i> [sp?]</p> <p>I hereby Certify that I have shipped for a passage to England (under form C.16) the distressed Seaman Henry Parry late Mate of the Brigantine "May Ellen" 63207 Cartagena 10th June 1874 <i>William Wilrain</i> [sp?] Vice Consul</p>	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. It was difficult to read the signatures of the Mogador and Cartagena Consuls.
3. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.

4. It appears P.J.C. Rombanks [sp?] was added as a 2nd Stewart in Cartagena.

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p>	<p>On 24 June 1874, the Master signed the Crew Agreement 18072.</p> <p>The Crew Agreement's Commencement of Voyage was 27 June 1874 from London. But the Official Log indicated 29 June. See note below.</p> <p>Oscar Scholdberg signed the Crew Agreement for the <i>West of Liverpool</i> on 24 June 1874 in London and was to be on board <i>29 June at 10 am.</i></p>	<p>The nature of the voyage was to Newcastle, Spain, Algeria and France. Estimated to have left London on 29 June 1874. Unknown arrival date in Newcastle.</p> <p>On 8 July 1874 the <i>West of Liverpool</i> sailed from Newcastle for Seville.</p> <p>On 17 July 1874, the <i>West of Liverpool</i> arrived at the British Consulate in Seville, Spain where they deposited articles and which were returned the same day.</p> <p>On 25 July 1874, the <i>West of Liverpool</i> sailed from Seville for Oran, Algeria</p> <p>On 27 July 1874, the <i>West of Liverpool</i> arrived at the British Consulate in Oran, Algeria where they deposited articles which were returned the same day.</p> <p>On 5 August 1874 the <i>West of Liverpool</i> sailed from Oran for Boulogne</p> <p>On 15 August 1874, the <i>West of Liverpool</i> arrived at the British Consulate in Boulogne, France where they deposited the ship's papers on 17 August and which were returned the same day.</p> <p>20 August 1874, the <i>West of Liverpool</i> sailed from Boulogne.</p>	<p>The Voyage Terminated on 22 August 1874 at Newcastle.</p> <p>On 22 August 1874, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 38 and his place of birth as Sweden. This suggests a year of birth of 1836 but it is believed he was born 13 Jan 1837.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1874 as his last ship.</p> <p>On the Crew Agreement, Oscar is listed as a Donkey Engine Driver.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This compared to 4.0 for an Able Bodied Seamen on this voyage.</p> <p>On the Crew Agreement, Oscar along with the rest of the crew is discharged at Newcastle on 22 August 1874. He signed with his own signature for his balance of his wages of 6.15.1.</p>



## Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: *Memorial University of Newfoundland*  
Date Obtained: June 2009
3. The Crew Agreement to join the ship was made for most of the men on 24 June 1874, but for Oscar Scholdberg and the others, the time to be on-board was 29 June at 10 am. It is unclear what happens during this interval, but it could be the 24th was the day the crew signed up and then could stay at home or perhaps sleep on ship.
4. Usually if there is a discrepancy between the Crew Agreement and the Official Log on the Commencement of the Voyage, I have chose the Crew Agreement for the title of the records. However, this time it appears that with the change in Masters and the new one not signing until 29 June and also that the men did not need to be on board until 29 June that the actual commencement was probably 29 June 1874.

**West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874**

Agreement and Account of Crew					Agreement No. 18072
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
S.P. Forwood	6 Newquay, Liverpool	<i>John Hogg</i>	7436	On Board	1.5.0 24/8/74
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
<del>27 July 74</del> 27 June 74	London	22 August 1874	Newcastle	22 August 1874	<i>Well P. Forwood, Master</i>

**Notes**

1. The entry for Date of Commencement of Voyage on the Crew Agreement is an error. It was written as 27/7/74, but should have been 27/6/74. A strikethrough was added.

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.	Substitutes Equivalent may be issued at the Masters options. No Spirits allowed										
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts	
Sunday	1	1 1/2		1/2			1/8	1/2	2	3	
Monday	1		1 1/4		1/3		1/8	1/2	2	3	
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3	
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3	
Thursday	1	1 1/2		1/2			1/8	1/2	2	3	
Friday	1		1 1/4		1/3		1/8	1/2	2	3	
Saturday	1	1 1/2				1/3	1/8	1/2	2	3	
And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the Seaman and Fireman shall render mutual assistance in the general duties of the vessel where required. If any Person is not on board at the appointed time, the Master may engage a substitute at once.</i>						The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>Seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to Newcastle thence to Seville and any ports and places on the Coast of Spain, Portugal, France, Morocco, Canary Islands and the Mediterranean and Black Sea, Belgium, Holland and Germany to and fro, for any Period not exceeding six months and back to the final Port of discharge in the United Kingdom.</i>					
						* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated					
						In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.					
						Signed by: <i>John Hogg, Master, on the 24<sup>th</sup> day of June 1874</i>					

### Notes

1. In the Crew Agreement, the Master entered: and described a "Voyage\* from *London to Newcastle thence to Seville and any ports*

*and places on the Coast of Spain, Portugal, France, Morocco, Canary Islands and the Mediterranean and Black Sea, Belgium, Holland and Germany to and fro, for any Period not exceeding six months and back to the final Port of discharge in the United Kingdom.*

2. John Hogg, Master signed the Crew Agreement on 24 June 1874. This was well in advance of the Voyage Commencement of 27 July 1874. Perhaps he wrote June instead of July by accident.
3. The Crew Agreement was initiated by John Hogg, Master but the Voyage Termination Agreement was signed by Wellington P. Forwood, a relations to the owners. It appears that Wellington Peplow Forwood was initially intended to be the 1st Mate, but was promoted to Master before the ship left anchor. He then took over the ship on June 29 from John Hogg who was shown as *Superseded* in the agreement. It appears the Forwood Brothers owners wanted to provide an opportunity for a relation to command the ship.

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

Agreement and Account of Crew Name of Ship: West Agreement No. 18072						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
17. <i>Oscar Scholdberg</i>	38	Sweden	West Liverpool 1874	24 June 1874 London	Donkey Engine Driver	29 June 10 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
5.0.0	2.1		22 August 1874, Newcastle, Discharge		6.15.1	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 17th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkey Engine Driver, 3 Firemen, and 7 Able Bodied Seamen for a total of 20.
3. The agreement to join the ship was 27 June, but for Oscar Scholdberg and the other, the time to be on-board at 29 June at 10 am. It is unclear what happens during this interval, but it could be the 27th was the day the crew signed up and then could stay at home or perhaps sleep on ship.
4. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
5. Oscar listed his age as 38, but it is believed to have been 37 as it is believed he was born 13 January 1837.
6. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.
7. Just over Oscar Scholdberg's discharge signature there were a series of handwritten numbers. They appear to be 05669, 10904, 06622. It is unclear if some of these represent a license number or help in doing a pay calculation. Some other men also had numbers written above their names also.
8. It appears Oscar Scholdberg signed his own name on the discharge

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
West	65883	Liverpool	380	Wellington Peplow Forwood	15337
<b>Port and Date when Voyage Commenced</b>				London June 29, 1874	
<b>Nature of the Voyage or Employment</b>				Foreign	
<b>Port and Date when Voyage Terminated</b>				Newcastle 22 August 1874	
<b>Delivered to the Shipping Master of the Port of</b>				Newcastle 22 August 1874 Well Forwood Waterloo Liverpool	

Page 5: List of Crew and Report of Character			
	Report of Character*		
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	For General Conduct	For Ability in Seamanship	If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
1. Wellington Peplow Forwood, Master			
2. Thomas Smith, 1st Mate	VG	VG	
3. Thomas Maltorf, 2nd Mate	VG	VG	
17. Oscar Scholdberg, Donkeyman	VG	VG	
*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.			

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

### Page 8: Official Log of the S.S. West from London towards Seville

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
June 29 [1874]	Left London in Ballast for Newcastle	Draft of Water Aft 9 ft 3; Forward 7' 6 Mean Draft 8 ft 4 1/2 in Well P. Forwood, Master Thomas Smith, Mate
Wednesday, July 8 [1874]	Left Newcastle for Seville	Draft of Water Aft 14 ft 11; Forward 12' 10 Mean Draft 14 ft 4 1/2 inches Well P. Forwood, Master Thomas Smith, Mate
July 17, 1874	Arrived Seville	Draft of Water being Aft 14 ft 7; Forward 13' 9 Well P. Forwood, Master Thomas Smith, Mate
July 25, 1874	Sailed from Seville for Oran in Ballast	Drawing 10 ft 6 Aft 7' 1 Forward Well P. Forwood, Master Thomas Smith, Mate

### Notes

1. Each of the Log Entries very carefully recorded the Draft Aft and Forward. Perhaps there were issues with the stability of the Ship or in how much load it could carry.
2. There is no record of why the first stop was Newcastle but it appears by the term "in ballast" from London they had little or no cargo. After leaving Newcastle they were much deeper in the water. Probably they had picked up a load of coal for delivery in Seville and/or other ports.

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

### Page 9: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
July 27, 1874	Arrived in Oran [Algeria]	Drawing 10 ft 5 Aft 7' 0 Forward Well P. Forwood, Master Thomas Smith, Mate
Aug 5, 1874	Sailed from Oran for Boulogne	Drawing 14 ft 10 Aft 14' 1 Forward Well P. Forwood, Master Thomas Smith, Mate
Aug 15, 1874	Arrived Boulogne [France]	Drawing 14 ft 2 Aft 13' 5 Forward Well P. Forwood, Master Thomas Smith, Mate
Aug 20, 1874	Sailed from Boulogne in Ballast	In Ballast Well P. Forwood, Master Thomas Smith, Mate



West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

Page 10: Official Log of the S.S. West

Date of Occurrence entered with Date and Hour	Place of Occurrence, or Situation by Latitude and Longitude at Sea	Entries Required by Act of Parliament
		<p>General Register and Record Office of Shipping and Seamen. 82 Basinghall Street, London E.C.</p> <p>I certify that this Book has been carefully examined and that the portion detached neither contained entries of handwriting of any kind and that the portion retained comprises the whole of the entries and particulars made in the Official Log.</p> <p>for the Registrar General of Shipping and Seamen W. Faultas? Clerk in charge of Records 13 day of Dec. 1878</p>

## West Voyage to Spain, Algeria, France - 29 June 1874 to 22 August 1874

Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad	
British vice Consulate, Seville [Spain] Vessel arrived: 17 July 1874 Articles deposited: 17 July 1874 Articles returned: 17 July 1874 Wm McPherson Vice Consul	Shipped David Thompson, working for his passage home, having being left behind at this port destitute by JJ. Mansfield , Master of the German Bark <i>Cleopatra</i> , formerly British. British Vice Consulate Omar 27 July 1874 of the Brit. V. Consul of Oran [asa?] Clerk
British Vice Consulate, Oran [Algeria] Vessel arrived: 27 July 1874 Articles deposited: 27 July 1874 Articles returned: 27 July 1874 Anthony Boorz Brit V Consul No Fee	I certify that this of ship arrived August 15th -74. Ships papers Deposited: 17 August 1874 Ships papers Returned: 17 August 1874 British Vice Consulate Boulogne S/M <i>C.W. Snow</i> (for the Vice Consul)
British Vice Consulate Mazagan 16 July 1875 I hereby certify that the within names William Shibley and David Back (sp) have been discharged and left behind a this Port by the mutual consent of the Master and themselves and that I have accordingly granted my sanction to their being so left. Alfred Rioman Vice Consul Fee 4s	

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Seville Spain is on the west coast of Spain and is upriver.
3. Oran, Algeria is on the Mediterranean coast of Africa.
4. Boulogne, France is on the northwest coast of France, just south of Calais.

## Scholdberg Gap - 22 Aug 1874 to 29 May 1875

On the 29 May 1875 to 26 July 1875 voyage of the *West of Liverpool*, Oscar Scholdberg indicated that his previous voyage was on the *West of Liverpool* was in 1875.

The voyages of the *West of Liverpool* for 1875 are located at the *National Maritime Museum*, Greenwich, England. In August 2009 a representative of the *Manuscript Department* at the *National Maritime Museum* found that there were seven voyages for the *West of Liverpool* which ended in 1875. Oscar Scholdberg was found on the last three of these voyages and each of these were purchased. The voyage ending dates were:

1. 29 May 1875 to 26 July 1875
2. 18 September 1875
3. 13 December 1875

Unfortunately the dates for the earlier four voyages were not indicated but the representative indicated that Oscar Scholdberg was not on them.

Perhaps Oscar erred in stating his previous voyage on the *West of Liverpool* was in 1875 or perhaps his signature was unreadable or he used an alias.

The voyages of the *West of Liverpool* for 1874 are located at the *Maritime History Archive* at the *Memorial University of Newfoundland*. In June 2009 a representative of the *Maritime History Archive* at the *Memorial University of Newfoundland* had found Oscar Scholdberg on 4 Voyages on the *West of Liverpool* for 1874 and these were purchased. The voyage ending dates were:

1. 29 January 1874
2. 11 April 1874
3. 21 June 1874
4. 22 August 1874.

The 8 month gap from 22 August 1874 to 29 May 1875 is a long period that Oscar was not on a ship. Thus in the future it might be useful to review the voyages of *West of Liverpool* again for late 1874 and early 1875. Or perhaps he was on a ship, but just not the *West of Liverpool* during this period. Unfortunately if this was the case, it will be very difficult to find.

## West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p> <p>No Log Book for this voyage was found with the Voyage Records.</p>	<p>On 27 May 1875, the Master signed the Crew Agreement 42713.</p> <p>The Crew Agreement's Commencement of Voyage was 29 May 1875 from London.</p> <p>Oscar signed the Crew Agreement on 27 May in London and was to be on board <i>At Once</i>.</p>	<p>The nature of the voyage was to the Canary Islands and Morocco.</p> <p>On 24 June 1875, the <i>West of Liverpool</i> arrived at the British Consulate in Las Palmas, Canary Islands.</p> <p>On 26 June 1875, the <i>West of Liverpool</i> deposited articles at Las Palmas and they were returned the same day.</p> <p>On 30 June 1875, the <i>West of Liverpool</i> arrived at the British Consulate in Mogador, Morocco.</p> <p>On 3 July 1875, the <i>West of Liverpool</i> deposited articles at Mogador and they were returned the same day.</p> <p>On 15 July 1875, the <i>West of Liverpool</i> arrived at the British Consulate at Mazagan and the ship's articles were deposited the same day.</p> <p>On 16 July 1875, the ship's articles were returned to the <i>West of Liverpool</i>.</p>	<p>The Voyage Terminated on 26 July 1875 at London.</p> <p>On 27 July 1875, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 38 and his place of birth as Sweden. This suggests a year of birth of 1837 which is correct.</p> <p>On the Crew Agreement, Oscar is listed as a Donkey Engine Driver. On other Crew Agreements, he appeared to sign for himself.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This was 1 pound higher than Able Bodied Seamen.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1875 as his last ship.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: National Maritime Museum, Greenwich, England  
Date Obtained: September 2009

West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875

Agreement and Account of Crew					Agreement No. 42713
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	381	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
M. Forwood Bros	3091 St. Helens, Bishopgate	<i>Wellington Pepler Forwood</i>	15337	On Board	Exempt 28/7/75
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
29 May 75	London	26 July 1875	London	27 July	<i>Well P. Forwood, Master</i>

## West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						Substitutes Equivalent may be issued at the Masters options. No Spirits allowed				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2	2	3
<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the Seaman and Fireman shall render mutual assistance in the general duties of the vessel when required, if any Person is not on board at the appointed time, the Master may engage a substitute at once.</i></p>						<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to Gibraltar, Mazagan, Mogador, Canary Islands, Coast of Morocco, France, Spain, Portugal and within the Mediterranean Sea to and fro, for any Period not exceeding four months and back to the Port of discharge in the United Kingdom.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: center;">Signed by: <i>W. Forwood, Master, on the 29<sup>th</sup> day of Sept 1875</i></p>				

## West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875

Agreement and Account of Crew Name of Ship: West Agreement No. 42713						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
18. <i>Oscar Scholdberg</i>	38	Sweden	West Liverpool 1875	27 May 1875 London	Donkey Engine Driver	At Once
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
5.0.0	2.1		26 July, London, Discharge		9.10.4	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 18th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, 2nd Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkey Engine Driver , 3 Firemen, 7 Able Bodied Seamen, Bursar, and Doctor for a total of 22.
3. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
4. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.
5. Just over Oscar Scholdberg's discharge signature there were a series of handwritten numbers. They appear to be 74620 - 2.21.23.75. It is unclear if some of these represent a date or perhaps a license number or help in doing a pay calculation. Some other men also had numbers written above their names also.

## West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. "West"	65883	Liverpool	380	Wellington Peplow Forwood	15337
<b>Date of Commencement of Voyage</b>					
<b>Nature of the Voyage or Employment</b>					
<b>Delivered to the Shipping Master of the Port of</b>					

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	

\*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.

### Notes

1. No Log Book for this voyage was found with the voyage records. Thus no entries were inserted in the above form.



## West Voyage to Canary Islands and Morocco - 29 May 1875 to 26 July 1875

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
British Vice Consulate, Grand Canary Vessel arrived: 24 June 1875 Articles deposited: 26 June 1875 Articles returned: 26 June 1875 Las Palmas 26 June 1875 Har Wetherell (sp) Vice Consul	
Vessel arrived: 30 June 1875 Articles deposited: 3 July 1875 Articles returned: 3 July 1875 British Consulate Mogador R. Hay HMS Consul	
British Vice Consulate, Mazagan Vessel arrived: 15 July 1875 Articles deposited: 15 July 1875 Articles returned: 16 July 1875 A. Rioman Vice Consul	
British Vice Consulate Mazagan 16 July 1875 I hereby certify that the within names William Shibley and David Back (sp) have been discharged and left behind at this Port by the mutual consent of the Master and themselves and that I have accordingly granted my sanction to their being so left. Alfred Rioman Vice Consul Fee 4s	British Vice Consulate Mazagan 16 July 1875 I hereby certify that I have sanctioned the engagement of George Papet up the terms mentioned in the within written agreement he has signed same in my presence with a full understanding thereof Alfred Rioman Vice Consul Fee 2s

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Las Palmas is in the Canary Islands.
3. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.

4. Mazagan, now called El Jadida also is in Morocco and is about 160 miles north of Mogador (Essaouira).

## West Voyage to Morocco - 29 July 1875 to 18 Sept 1875

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p> <p>No Log Book for this voyage was found with the Voyage Records.</p>	<p>On 28 July 1875, the Master signed the Crew Agreement 44477.</p> <p>The Crew Agreement's Commencement of Voyage was 29 July 1875 from London.</p> <p>Oscar signed the Crew Agreement (with his X) on 28 July in London and was to be on board <i>29 July at 6 am.</i></p>	<p>The nature of the voyage was to Morocco.</p> <p>On 23 August 1875, the <i>West of Liverpool</i> arrived at the British Consulate in Mogador, Morocco.</p> <p>On 25 August 1875, the <i>West of Liverpool</i> deposited articles at Mogador and they were returned the next day 26 August 1875.</p> <p>Given the length of the voyage, there must have been other ports, probably British home or territorial ports they stopped, for example Gibraltar which were not recorded in the Certificates. Either that or perhaps they just stayed in Mogador waiting to trade cargo.</p>	<p>The Voyage Terminated on 18 September 1875 at London.</p> <p>On 18 September 1875, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 38 and his place of birth as Sweden. This suggests a year of birth of 1837 which is correct.</p> <p>On the Crew Agreement, Oscar is listed as a <i>Donkey Engine Driver</i>. On other Crew Agreements, he appeared to sign for himself but on this one after his name there was a notation (his X). For his discharge, it appears he signed himself.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This was 1 pound higher than Able Bodied Seamen.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1875 as his last ship.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: National Maritime Museum, Greenwich, England  
Date Obtained: September 2009

**West Voyage to Morocco - 29 July 1875 to 18 Sept 1875**

Agreement and Account of Crew					Agreement No. 44477
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	380	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
M. Forwood Brot	St. Helens, London	<i>Wellington Pepler Forwood</i>	15337	On Board	Exempt 20/9/75
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
29 July 75	London	18 Sept 1875	London	18 Sept 75	<i>Well Forwood, Master</i>

## West Voyage to Morocco - 29 July 1875 to 18 Sept 1875

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						Substitutes Equivalent may be issued at the Masters options. No Spirits allowed				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2	2	3
<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <i>the Seaman and Fireman shall render mutual assistance in the general duties of the vessel when required. If any Person is not on board at the appointed time, the Master may engage a substitute at once.</i></p>						<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to Gibraltar, Mazagan, Mogador and any Ports and places on the Coast of Morocco, Canary Islands and within the Mediterranean Sea to and fro, for any Period not exceeding six months and back to the Port of discharge in the United Kingdom.</i></p> <p>* Here the voyage is to be described, and the place named at which the Ship is to touch, or, if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p style="text-align: center;">In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p style="text-align: right;">Signed by: <i>W. Forwood, Master, on the 28<sup>th</sup> day of July 1875</i></p>				

## West Voyage to Morocco - 29 July 1875 to 18 Sept 1875

Agreement and Account of Crew Name of Ship: West Agreement No. 42713						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
18. <i>Oscar Scholdberg (his X)</i>	38	Sweden	West Liverpool 1875	28 July 1875 London	Donkey Engine Driver	29 July 6 am
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)		Balance of Wages on Discharge	Signature
5.0.0	2.1		18 Sept 75, London, Discharge		7.19.8	<i>Oscar Scholdberg</i>

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 18th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, Assistant Steward, Cook, Boatswain, Engineer, Assistant Engineer, Donkey Engine Driver , 3 Firemen, 7 Able Bodied Seamen for a total of 21.
3. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
4. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.
5. Just over Oscar Scholdberg's discharge signature there were a series of handwritten numbers. They appear to be 748 51036 1/27 6/20/70. It is unclear if some of these represent a date or perhaps a license number or help in doing a pay calculation. Other men also had numbers written above their names also.

**West Voyage to Morocco - 29 July 1875 to 18 Sept 1875**

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. West	65883	Liverpool	380	Wellington Peplow Forwood	15337
<b>Date of Commencement of Voyage</b>					
<b>Nature of the Voyage or Employment</b>					
<b>Delivered to the Shipping Master of the Port of</b>					

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	

\*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.

**Notes**

1. No Log Book for this voyage was found with the voyage records. Thus no entries were inserted in the above form.

## West Voyage to Morocco - 29 July 1875 to 18 Sept 1875

### Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad

Vessel arrived: 23 August 1875 Articles deposited: 25 August 1875 Articles returned: 26 August 1875 British Consulate Mogador R. Hay HMS Consul	
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### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.



## West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875

Ship	Embarkation	Intermediate Ports	Completion	Comments
<p><i>West of Liverpool</i> No: 65883</p> <p>Registered at Liverpool in 1871</p> <p>380 Tons 80 Horse Power</p> <p>Screw Schooner, 603 grt built in Liverpool in 1871 by Bowdler. Her dimensions were 190.0 x 26.3 x 15.3.</p> <p>No known photographs of the <i>West of Liverpool</i> are known as of 25 Feb 1998</p> <p>No Log Book for this voyage was found with the Voyage Records.</p>	<p>On 29 Sep 1875, the Master signed the Crew Agreement 44474.</p> <p>The Crew Agreement's Commencement of Voyage was 1 Oct 1875 from London.</p> <p>Oscar signed the Crew Agreement on 29 Sep in London and was to be on board at once.</p>	<p>The nature of the voyage was to Morocco and the Mediterranean.</p> <p>On 19 Oct 1875, the <i>West of Liverpool</i> arrived at the British Consulate in Mogador, Morocco.</p> <p>On 21 Oct 1875, the <i>West of Liverpool</i> deposited articles at Mogador.</p> <p>On 1 Nov 1875 at Mogador, the ship's papers were returned to the <i>West of Liverpool</i>.</p> <p>On 14 Nov 1875, the <i>West of Liverpool</i> arrived at the British Consulate in Alexandria.</p> <p>On 17 Nov 1875, the <i>West of Liverpool</i> deposited articles at Alexandria</p> <p>On 20 Nov 1875 at Alexandria, the ship's papers were returned to the <i>West of Liverpool</i>.</p>	<p>On 15 Nov 1875 after the <i>West of Liverpool</i> had docked in Alexandria, Oscar Scholdberg had a heart attack and was taken to a hospital. He died and was diagnosed with heart disease.</p> <p>Oscar Scholdberg's final wages of 0.18.6 were paid to the superintendent in Alexandria and collected in London.</p> <p>The Voyage Terminated on 13 Dec 1875 at London.</p> <p>On 13 Dec 1875, the Master of the <i>West of Liverpool</i> delivered the Lists to the Superintendent.</p> <p>On 13 Dec the Lists of Crew was given to the Superintendent.</p>	<p>On the Crew Agreement, Oscar Scholdberg listed his age as 39 and his place of birth as Sweden. This suggests a year of birth of 1836. On the Register of Deceased Seaman his age is listed as 38 which is correct.</p> <p>On the Crew Agreement, Oscar is listed as a Donkey Engine Driver.</p> <p>On the Crew Agreement, Oscar Scholdberg's signature appears to be written for him, along with his "X" agreeing to join the voyage. On other Crew Agreements, he appeared to sign for himself.</p> <p>On the Crew Agreement, Oscar's wages are 5.0.0 per calendar month. This was 1 pound higher than Able Bodied Seamen.</p> <p>On the Crew Agreement, Oscar listed the <i>West of Liverpool</i> in 1875 as his last ship.</p>

### Notes

1. The *West of Liverpool* was a screw schooner with an 80 HP engine, probably steam driven. A schooner is a ship with two or more masts with the main mast taller than the foremast. The hull was probably iron.
2. Record Source: National Maritime Museum, Greenwich, England  
Record Reference No: BT153/16  
Date Obtained: February 1998

3. In 1998, the National Maritime Museum indicated that no Log Book for the *West of Liverpool's* voyage from 1 October to 13 December 1875 was found with the voyage records. In the Agreement and Account of Crew, there is a notation that more information about Oscar Scholdberg's death is in the Log Book.
4. In October 2009, the same voyage records were were obtained as colored scans. The Log Book was also requested but was still missing. It would be useful to check every decade or so as the information about Oscar's death is of significant interest.

West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875

Agreement and Account of Crew					Agreement No. 44474
Name of Ship	Official Number	Port of Registry	Port No. and Date of Register	Registered Tonnage	Nominal Horse-power of Engines
West	65883	Liverpool	153 / 1871	381	80
Managing Owner		Master			Executed in Folio
Name	Address	Name	No. of Certificate	Address	Discharge Fee
M. Forwood Bros	60 Gracechurch St. London	<i>Wellington Peplow Forwood</i>	15337	On Board	Exempt 12/12/75
Date of Commencement of Voyage	Port at which Voyage commenced	Date of Termination of Voyage	Port at which Voyage terminated	Date of Delivery of Lists to Superintendent	I hereby declare to the truth of the Entries in this Agreement and account of Crew
1 <sup>st</sup> Oct/75	London	13 <sup>th</sup> Dec	London	13 <sup>th</sup> Dec	<i>W. Forwood, Master</i>

## West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.						Substitutes Equivalent may be issued at the Masters options. No Spirits allowed				
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas Pint	Rice lb.	Tea oz	Coffee oz	Sugar oz	Water qts
Sunday	1	1 1/2		1/2			1/8	1/2	2	3
Monday	1		1 1/4		1/3		1/8	1/2	2	3
Tuesday	1	1 1/2		1/2			1/8	1/2	2	3
Wednesday	1		1 1/4		1/3		1/8	1/2	2	3
Thursday	1	1 1/2		1/2			1/8	1/2	2	3
Friday	1		1 1/4		1/3		1/8	1/2	2	3
Saturday	1	1 1/2				1/3	1/8	1/2	2	3
<p>And the Crew to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and other Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered nil are adopted by the parties hereto, and shall be conferred as embodied in this Agreement: And is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That <b>the seaman and Fireman shall render mutual assistance in the general duties of the vessel when required, if any Person is not on board at the appointed time, the Master may engage a substitute at once.</b></p>						<p>The several Persons whose names are hereto subscribed, and whose destinations are contained on the other side or sides and who of whom <i>seven</i> are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage* from <i>London to Gibraltar and any other places in Spain, Portugal, France, Coast of Morocco, Azores and Canary Islands and the Mediterranean and Black Sea to and fro for any Period not exceeding twelve months and back to the Port of discharge in the United Kingdom.</i></p> <p>* Here the voyage is to be described, and the placed named at which the Ship is to touch, or , if that cannot be done, the general nature and probably length of the Voyage is to be stated</p> <p>In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.</p> <p>Signed by: <i>W. Forwood, Master, on the 29<sup>th</sup> day of Sept 1875</i></p>				

## West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875

Agreement and Account of Crew Name of Ship: West Agreement No. 44474						
Signature of Crew	Age	Town or County where Born	Ship in Which He Last Served (Name, Date and place of discharge)	Date and Place of Joining this ship	In what Capacity Engaged	Time at which he is to be on board
<i>Oscar Scholdberg (with his "X")</i>	39	Sweden	West Liverpool 1875	29 Sept 1875	Donkey Engine Driver	At Once
Amount of Wages per Calendar Month	Amount of Wages advanced on Entry	Amount of Monthly Allotment	Particulars of Discharge (Date, Place, Cause)	Balance of Wages on Discharge	Signature	
5.0.0			15.11.75, Alexandria, Died			
<p>The entry of the Death of Oscar Scholdberg in the Official Log Book is correct according to the statements of the Master, Mates, and crew.</p> <p>No time was lost in sending him to the Hospital where he died from Heart Disease.</p> <p>Tury Pucoone Deputy 14/12/75 [Dec 14, 1875]</p>						

### Notes

1. Above is an excerpt of a portion of the Agreement and Account of Crew pertaining to Oscar Scholdberg. Oscar was 8th in the list.
2. The full list included a Master, Mate, 2nd Mate, Carpenter, Steward, 2nd Steward, Cook, Boatswain, 1st Engineer, Assistant Engineer, Donkeyman , 3 Firemen, 7 Able Bodied Seamen, Bursar, and Booter for a total of 23.
3. A Donkey Engine is a small auxiliary steam engine used for hoisting or pumping.
4. Oscar's pay per month was 5.0.0 or 5 pounds, 0 shillings, and 0 pence.

## West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875

OFFICIAL LOG BOOK					
Name of Ship	Official Number	Port of Registry	Registered Tonnage	Name of Master	No. of his Certificate (if any)
S.S. "West"	65883	Liverpool	380	Wellington Peplow Forwood	15337
<b>Date of Commencement of Voyage</b>					
<b>Nature of the Voyage or Employment</b>					
<b>Delivered to the Shipping Master of the Port of</b>					

Page 5: List of Crew and Report of Character			
Christian and Surname at length of each Member of Crew, and Capacity in which engaged.	<b>Report of Character*</b>		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
	For General Conduct	For Ability in Seamanship	

\*V.G. for "Very Good," G. "Good," M. "Middling," and I. "Indifferent." The Master may also insert the particulars of ability or conduct; thus "Helm" good or "Sobriety" indifferent. If he declines giving any opinion he must so state opposite the man's name.

### Notes

1. In their 1998, the National Maritime Museum indicated that no Log Book for this voyage was found with the voyage records. Most likely one was made as there are notations that more information about Oscar Scholdberg's death is in the Log.
2. In October 2009, the voyage records were obtained as colored scans. The Log Book was also requested but was still missing. Thus no entries were inserted in the above form. It would be useful to check every decade or so as the information about Oscar's death is of significant interest.

## West Voyage to Morocco and Mediterranean Sea - 1 Oct. 1875 to 13 Dec 1875

<b>Certificates Or Endorsements made by Consuls or by Officers in British Possessions Abroad</b>	
British Consulate, Mogador Vessel arrived 19th Oct 1875 Articles Deposited: 21st Oct 1875 Articles Returned: 1st Nov. 1875	British Consulate Alexandria Vessel Arrived: 14 Nov 1875 Articles Deposited: 17 Nov 1875 Articles Returned: 20 Nov 1875 Henry Calvert
	I hereby certify that Oscar Scholdberg died at this Port on the 15th instant of heart disease, that the Balance of his wages amounting to s8/6 has been paid to me by Sterling cash, and that his effects in according to the Inventory, herein stated, have been left in charge of the Master for delivery to a Superintendent of Mercantile Marine Office. This Consulate Alexandria, 20 Nov 1875 Henry Calvert

### Notes

1. The British Consuls made entries to the Vessel's Certificates when the ship entered and departed a foreign port with a British Consul or one which was a British possession. At the time, if a ship was in a Consul staffed port less than 21 hours the Master did not need to provide the ship's articles to the Consul for review. Thus the above Consul Certificates do not necessarily show all the foreign ports on a voyage. In addition, Official Log entries were not required for entering or leaving any port, including those in the United Kingdom.
2. Mogador, now called Essaouira, is in Morocco and about 225 miles south of Casablanca.

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Wages and Effects of Seamen and Apprentices Deceased During the Voyage			
Reference No. in Agreement	Christian and Surname of Deceased	Net Amount of Wages paid to Superintendent, Officer of Customs, or Consul, as per Account	Particulars of Effects (if any) delivered to Superintendent, Officer of Customs, on Consul, as per Account
18	Oscar Scholdberg	0.18.6	Bag 8/6 paid Alexandria

### Notes

1. Above is an excerpt of a portion of the Agreement pertaining to Oscar Scholdberg.
2. The phrase 8/6 is interpreted to be 8 shilling and 6 pence.



## 1876 Register of Accounts of Wages and Effects of Deceased Seamen

1876 Register of Accounts of Wages and Effects of Deceased Seamen Received and Disposed of							
Date of Receipt of Account in this Office	Port from which received	Name of Ship	Official Number	Name of Deceased		Age	
Jan 4	6.19a Alexandria	West	65883	Scholdberg, Oscar			
Jan 4	Tower Hill	"	"	"		38	
Mar 6	15 Alexandria	-----	-----	-----		-----	
	Particulars of Death			Particulars of Account			
Date of Receipt of Account in this Office	Date	Place	Cause	Net Amount due to Estate	Effects, how disposed of	Date when Account was sent to Board of Trade	Remarks
Jan 4	15.11.75						W. Stuart 4/1/76
Jan 4	"	Alexandria	Heart Disease	0.18.6	Supt	Jan 5	
Mar 6	-----	-----	-----	0.8.6	Master	Mar 9	

### Notes

1. Above is an excerpt of a portion of the Register of Accounts of Wages and Effects of Deceased Seamen for 1876 (BT153/16) pertaining to Oscar Scholdberg. The data covers three lines in the Register.
2. W. Stuart is probably William Steward, brother of Elizabeth Priscilla Steward Scholdberg who was the wife of Oscar Scholdberg. She probably had her brother William report in and collect his effects and final wages
3. Tower Hill is possibly a port in the Tower Hill Borough which is where Poplar was located.
4. The Mar 6, 1876 entry appears to have been squeezed in so as to be close to the January 4th entries.
5. The 0.18.6 and 0.8.6 amounts are also in the *West of Liverpool's* Wages and Effects for Seaman Deceased During the Voyage report. The 0.8.6 amount was paid in March about 2 months after the 0.18.6 payment shown in the January 4th entry. Probably verification had to make its way from Alexandria in case there were unknown Scholdberg hospital or funeral expenses.

## Additional Voyage Research

Voyage	Possible Research
<i>Cella of Waterford Voyage to New York - 12 Dec 1868 to 10 Feb 1869</i>	Oscar Scholdberg caught smallpox on this voyage and was left in New York at a hospital. It is unknown if he was sent to the Smallpox Hospital on Blackwell's Island, today's Roosevelt Island in the East River. Perhaps records still exist. It might be worthwhile searching for these records at the Family History Center as they might provide information on not only his condition but also height, weight, etc.
<i>Cella of Waterford</i> Possible additional Voyages in 1870	<p>On April 12, 1871, Oscar Scholdberg signed on with the <i>Fenella of London</i>. He stated his previous ship was the <i>Cella of Waterford</i> in 1870. It is possible that he made additional voyages on the <i>Cella of Waterford</i> beyond the 28 Jan - 17 March 1870 voyage that is included (no Log Book yet).</p> <p>Microfilms for 1868 and 1869 were purchased from the The National Archives of Ireland, Dublin, Ireland in 1999.</p> <ol style="list-style-type: none"> <li>1. Year 1868, IRE30020, GS No. 1911474, Microfilm Roll 48</li> <li>2. Year 1869, IRE30020, GS No. 1911618, Microfilm Roll 63</li> <li>3. Year 1870, Microfilm Roll 80.</li> </ol> <p>Obtaining the 1870 <i>Cella of Waterford</i> microfilm would be the most efficient way to search for additional voyages that year. It is also possible Roll 80 is available at the Family History Library.</p>
<i>West of Liverpool</i> Voyage to Bilbao, Spain March 5 to July 4, 1872	The Consul Certificates were not requested but should be available. I believe they are now at the Maritime History Archive, Memorial University of Newfoundland.
Collision of the <i>West of Liverpool</i> and the <i>Isabella</i> on 13 May 1872	It is likely there was some kind of inquiry into the collision of the <i>West of Liverpool</i> and <i>Isabella</i> on 13 May 1872. Perhaps our Oscar Scholdberg was asked to testify.
Scholdberg Gap - 22 Aug 1874 to 29 May 1875	See section titled <i>Scholdberg Gap - 22 Aug 1874 to 29 May 1875</i> for information on what to investigate in this timeframe.
<i>West of Liverpool</i> Voyage to Morocco and Mediterranean including Alexandria 1 Oct to 13 Dec 1875	<p>In 1998, the National Maritime Museum indicated that no Log Book for the <i>West of Liverpool's</i> voyage from 1 October to 13 December 1875 was found with the voyage records. In the <i>Agreement and Account of Crew</i> there is a notation that more information about Oscar Scholdberg's death is in the <i>Log Book</i>.</p> <p>In October 2009, the same voyage records were obtained as scans. The <i>Log Book</i> was also requested but was still missing. It would be useful to check every decade or so as the information about Oscar's death is of significant interest.</p> <p>Other Research possibilities include:</p> <ol style="list-style-type: none"> <li>1. Follow-on voyage of the <i>West of Liverpool</i> as there may be information about the delivery of Oscar's money by the Master of the <i>West of Liverpool</i> to the Board of Trade or who took his place as Donkey Engine Driver as it might be James Jordan.</li> <li>2. Bancroft Library, Poplar search of local newspaper articles from 15 Nov 1875 to Jan 1876 for Oscar Scholdberg.</li> <li>3. An on-Line Search of the <i>London Times</i> for articles from Alexandria from 15 Nov 1875 to January 1876. Items of interest include an obituary and information on the arrival and departure of the <i>West of Liverpool</i>.</li> </ol>