

In 1838 two Franco-Spanish merchants sent William Myers, a successful Liverpool trader with farming interests, samples of guano from Peru. The results from these samples persuaded Myers to invest in the guano trade and William Joseph Myers Son & Co. were major participants in the guano trade from thereon.

Below from "Annals of Liverpool"

1839

- Guano (South American) first imported, 30 bags being brought by the Heroine, from Valparaiso, consigned to Messrs. Wm. J. Myers and Co., July 23. It was given away to parties for trial. See 1841 43 44.
- Wesleyan Chapel, Great Homer street, opened, July.
- First Birkenhead Cattle and Cheese Fair held, Oct. 8.
- Revenue buildings, Canning-place, finished; cost £245,003 12s. 6d. See 1828.
- First stone of the Deaf and Dumb Institution, on the site of the Old Botanic Garden, Oxford-street, laid,

- by being run foul of by the ship Brooklyn; cargo valued at £33,000. May 9.
- Birkenhead & Cloughton Gas & Water Works opened, June.
- St. Barnabas's Church, Parliament-street, consecrated June 3; opened July 18.
- Guano (South American), first full cargo, of 327 tons, per Charles Pycroft, Master, from Valparaiso, consigned to Messrs. Wm. J. Myers and Co. June 7. See 1839.
- The Royal Agricultural Society of England held their third annual meeting here, July 20.

1841

NOTICE.—GUANO.—It having come to the Knowledge of the Undersigned that, on various Occasions, this Article has been offered for sale under the Name of, and purporting to be, either Peruvian or Bolivian, without any Title to be so called, they deem it necessary, as well for the Protection of the British Public, as in Defence of the Interests of the Governments they respectively represent, to give Notice, that no Peruvian or Bolivian Guano can be imported, or authenticated as such, by any other than the only Agents in this Country appointed for its sale, viz:—
Messrs ANTHONY GIBBS & SONS, London.
Messrs WILLIAM JOSEPH MYERS & Co., Liverpool.
HENRY KENDAL, Consul for Peru, | ANTONIO ACOSTA,
London, Dec. 28, 1844. | Consul General de Bolivia.

They also traded in other goods and owned a substantial fleet of ships to support this. Despite the company's significance then, there is very little information available today.

A William Joseph Myers is shown in an 1832 Poll List to be living in Aigburth, a riverside area of Liverpool, other residents of this area who have links to the Myers are J. Bruce Ismay (Imrie Ismay & Co/White Star Line) and the architect Alfred Waterhouse. At the time of WJ's death he was living in Lezayre House, Seaforth.

William Joseph's son appears to have been Charles Myers. The following notice from the Legal Gazette:

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Joseph Myers, Horatio Bland, William Lyon, and Charles Myers, carrying on business at Liverpool, in the county of Lancaster, as Merchants and Commission Agents, under the firm of William Joseph Myers, Son, and Company, is this day dissolved by mutual consent.—Dated this 31st day of December 1851.

Wm. Jos. Myers.
Horatio Bland,
by his Attorney, *Wm. Jos. Myers.*
Wm. Lyon.
Charles Myers.

However this was not the end of the Myers business

- Strakers' annual mercantile, ship & insurance register 1862-1863
- MYERS. W. J, Son and Co, 35 Exchange Alley North, Liverpool
- MYERS. W. J, Lancaster buildings, Liverpool
- Green & Co.'s directory for Liverpool and Birkenhead 1870
- MYERS. W. J, Son and Co, merchants and shipowners, 19 James Street

Quite often in references, Myers' ships are referred to as belonging to Charles Myers; these references come from the 1860s on and Wm. Joseph might well have retired, he died in 1871, leaving Charles as company head. Charles himself died in 1879, but WJ Myers continued at least until 1896. Charles was a director of Ismay Imrie & Co (White Star Line) & that company is shown as managing some of Myers' ships after Charles death, moreover many of the later ships were built by Harland and Wolf, which was itself closely linked to White Star. There was probably quite a close relationship between all these companies with directors in common, etc.

Charles was living in Camp Hill estate, Liverpool in 1862, but in 1875 started building Swanmore Park House near Southampton to the design of Alfred Waterhouse.

Initial information about Myers ships mainly comes from one source, the family of one of their Captains, Benjamin Williams and is therefore not comprehensive. Benjamin Williams career:

Surname	Forename	Place of Birth	Year of Birth	CC or Cs No.	Died/Pens.	Reg.Ticket	Capacities	County of Birth	Kew Ref.
WILLIAMS	Benjamin	Fishguard	1839	28970	02/03/84		2 nd mate 63 1 st mate 64 Officer Commanding 69	PEM	122/37&38
<p>2m/27664/Andes/1863-4, Caldera, Iquique. 2m/51405/Sword Fish/1865, Valparaiso. 2m&1m/29972/Cormorant/1866-9, San Francisco. m/63168/Cape Clear/1869-74, San Francisco, Sydney. C/54995/Cordillera/1874-5, San Francisco. C/29972/Cormorant/1875-80, NP, Aust. C/74490/Pizarro/1881-4, Aust. Vessel not heard of since 2 March 1884, supposed drowned. [Late of Goodwick, PEM, died 4 March 1884 at sea. Admon 6 Sept 1884 to Mary Williams, widow, the relict, £693, (NPC)].</p>									

Myers ships he served on (from Registry of Shipping and Seamen, Public Records Office)

Swordfish	<p>Register No. 51405 First registered 6 January 1865 Regd. Tonnage 725.15 Built at Liverpool Original owners: Chas. Myers of Liverpool & James Dugdale of Burnley Total loss – stranded in Juan de Fuca straits 6 November 1877, Captain J. Shandley and all hands saved. For a full description see http://metchosinmuseum.org/Contentpages/Coastal%20History/shipwrecks.htm</p>
Cape Clear	<p>Register No. 83168 Regd. Tonnage 852.69 Built at Seacombe, Cheshire 1869 Owners: Chas. Myers of Liverpool Sold to French subjects 6 November 1889</p>
Cordillera	<p>Register No. 54995 First registered 27 July 1866 Regd. Tonnage 766.11 Built at Seacombe, Cheshire Original owners: Chas. Myers of Liverpool Lost off Valparaiso 8 November 1897</p>
Cormorant	<p>Register No. 29972 First registered 16 November 1865 Regd. Tonnage 1021.31 Built at Liverpool Owners: Included Chas. Myers of Liverpool Sold to Norwegian subjects 1893 at Hamburg</p>



Crew of Cormorant - Benjamin Williams centre

A painting of Cormorant, which used to hang in his home in Goodwick, Pembs. Present ownership unknown.



Cormorant during Benjamin Williams captaincy 1875-80, location unknown.



Pizarro

Register No. 74490
Regd. Tonnage
1357.52
Built Harland &
Wolff, Belfast 1876
Owners: Chas Myers
Liverpool

'ARRIVAL OF THE PIZARRO

After a detention at Otago Heads of three days, the ship Pizarro was towed into port through the north channel on the forenoon of August 7th, and although she crossed at high water, she was unlucky enough to touch the bar while coming in. The ship made an excellent passage of 85 days from London to Otago Heads, and it has been a source of great anxiety (considering the weather for the last three days) to Captain Williams that his ship should have been kept outside the port for the time she has. The Pizarro is a very handsome iron ship, of 1357 tons register, and is a sister to the Fiji, a vessel well known here; and also to the barque Van Diemen, another known visitant, the three vessels being owned by Mr Charles Myers, of Liverpool. To say that the Pizarro is a very handsome vessel is only paying her a bare compliment. Her lines are most perfect; she possesses a clipper entrance and a clean run aft, is well sparred, and is altogether as fine a vessel as her sister, the Fiji. She comes into port in perfect order, and reflects very great credit on her genial commander (Captain Williams), to whom we are indebted for the information supplied. The Pizarro was built in the year 1875 by Messrs Harland and Wolf, of Belfast, Ireland, for Mr Myers. Her dimensions are:—Length, 233ft; breadth of beam, 36ft 3in; depth of hold, 22ft 8in. She is classed 100 A1 at Lloyd's. Hitherto she has traded between England, Melbourne, Sydney, and San Francisco, and has been noted for the passages she has made. Not being intended for the passenger trade, the Pizarro's cabin is not a large one, although it is very neatly fitted up, and possesses every convenience for a few people. She brings a very large cargo, no less than 3000 tons in all; of this 1000 tons is measurement, and the other 2000 tons dead-weight. The following is the report of her passage out:—She left London on May 8th, and experienced fine weather with light N.E. winds down the Channel; discharged her pilot off Portland, and took her departure on the 10th May. The wind after leaving was steady from the north, taking her into the north-east trades, which carried her to latitude 8 N. on May 27th; thence she experienced doldrum weather until June 1st,

however, she cleared without tacking. She lost the trades in latitude 25 S. on June 14th, and thence experienced S.W. winds for about a week, when they backed to S.E., and she sighted the island of Tristan d'Acunha on June 23rd, crossing the meridian of Greenwich three days afterwards in latitude 35 S.; here she took the passage winds, and rounded the Cape of Good Hope on June 20th, in latitude 38 S.; off the pitch of the Cape she encountered strong gales from N.W. to W.S.W., with heavy seas and bad weather, and in latitude 42 S., longitude 60 E., on July 9th she met a very violent gale from the southward; she headreached through it for 48 hours, and lost her fore and mizen lower topsails; after the gale moderated the wind backed to W.N.W., and in latitude 44 S., longitude 86 E., on July 14th at 8 p.m., while reefing the maintopsail, Charles Skennett, one of the apprentices, fell from the maintopsail-yard to the deck. Luckily for him he only sustained a severe sprain of the wrist and one hand, and is now able to do his duty. Still experiencing strong westerly winds across the Southern Ocean, she crossed the meridian of Cape Louwin on July 21st, in latitude 41 S., and passed the island of Tasmania on July 27th in latitude 45 S.; thence she had light southerly winds and fine weather. Passed the Snarcs on August 1st, and thence experienced strong N.E. winds up the coast, and made Otago Heads on the forenoon of August 4th; was detained outside until the forenoon of the 7th, when she came in as above, and struck about the centre of the north channel, drawing some 19 feet 9 inches of water, her depth of water on leaving London being 20 feet; and it is singular to remark that, like the barque Iris, she entered the north channel on a smooth sea, and was afterwards overtaken by heavy rollers from seaward, which doubtless caused her to strike. She was boarded off Pulling Point by the Customs officials, and promptly cleared in, prior to being brought alongside the Railway Pier, where she moored at 2.30 p.m. She ran down her easting in the parallel of 44 S. latitude, and saw neither ice nor wreckage during the passage, and spoke no vessels bound to the Colonies.

Missing. Nothing heard since 2 March 1884. Register closed 2 July 1884
See:

http://www.environment.gov.au/cgi-bin/heritage/nsd/nsd_list.pl

Passed Gabo I on 2/3/1884 bound for Cooktown; not seen again;
wreckage believed to be from the wrecked vessel washed ashore at
Cooktown; carrying cargo of railway machinery/materials; Master
Benjamin Williams.

Date wrecked:1884/04/01 Year wrecked:1884 Protected:Protected
Status: From port:Liverpool To port:Cooktown Comments: Location
Where wrecked:off Cooktown ? (GBR/Coral Sea ?) Found:No



Benjamin Williams

I hereby certify that Mr B Williams has sailed
with me in the Ship Cormorant for three Voyages to
San Francisco and back again to this port, the Voyage as
second mate and the two last as Chief mate commencing
in Jan 1866 ending Jan 1869, and during that time has always
conducted himself with Sobriety and given every satisfaction
and I can strongly recommend him as a very trustworthy
& faithful Officer.

J Collister
Master

Ship Cormorant "Salthouse Dock"
March 1869

Mr. Combeay Lightship
Dec 1/83 = 2 1/2 PM
My dear Wife
& Children
I beg to inform you
that we sailed this morning
after shipping half the crew
on board and so far
all well where the Pilot
and Steamer are discharged
weather looking fine and
all appearance of having
a lead down channel
I hope that you will
arrive home safe and well
to night I missed your
company greatly that night
I thought I should attend
with me to keep company and
talk to good bay dear Anne
in hope that God will prosper

us and bring us back
safe to the shores
of all on earth
believe me to
remain my dear
Wife your affectionate
Husband
B Williams

A letter of recommendation for Benjamin Williams from Captain Collister, a former Captain of the Cormorant

A letter from Benjamin to his wife as he sets out on what was to be his last voyage

The fullest list of Myers ships & Captains that has been found so far – grateful acknowledgement to Mystic Seaport records and others

Ship	Type	No.	Tonnage	Maker	Built	Notes	Captains
Alcatraz	SS	60090	843		05.1868		H Robinson 1869-73 Kempe 1871 Smith 1873-74 F Fox 1875 J Clements 1876-77
Alpaca	SS		431		1859	1872 Sold (J Hosack)?	AJ Noel 1867 M Duggan 1868-71
Cape Clear	SS	63168	852		1869	1889 Sold	J Landsborough 1870-75
Cordillera	SS	54995	766		1866	1897 Lost	AJ Noel 1868-73 B Williams 1874-75 J Mc Allister 1876-82 Macy 1887 J E Higgins 1890
Cormorant	SS	29972	1021		16.11.1865	1893 Sold	J Collister 1867-69 J Collister 1871-79 B Williams 1875-82 W Lewis ¹ 1882-83 J Lowe ³ 1882-84 W Vickers 1891 W H Greenhaigh 1892-93
Damson Hill	SS	102073	2087	Harland & Wolf	24.11.1892	1896 Managed by Ismay Imrie & Co Sold	T. Brown 1895-96
Fiji	SS		1436	H & W	21.09.1875		T. Brown 1877-86 W.L. Bryde 1887 T. Hill 1888-91
Hertfordshire	SS	47595	855		09.1863		H Robinson 1869 AJ Noel 1875-77 R Thompson 1878-82 JDB Le Couteur 1887-89 JSA Dick 1890
Nereus	SS	58932	1068		09.1868		Bingham 1871-74 P Graham 1876-77 J Reid 1883-86 M Duggan 1869-73 Bruce 1873-75 F Fox 1874 CC Kemp 1876-78 Worledge 1879-85
Mayhill	SS	97768	2027	A Stephens & Sons Dundee	04.1890	1893 Bought by Myers Managed by Ismay Imrie & Co 10.08.1895 Wrecked	J Hume 1893-95
Pizarro	SS		416		1853	1857 Bought by Bibby Line Bought by WJ Myers 1873 Sold (J Robinson)?	G Ritchie ² 1971-73
Pizarro	SS	74490	1439	H & W	12.1875	01.04.1884 Lost off Gabo Is	J Collister 1877-79 Jackson 1880-82 B Williams 1881-84
Stanmore	SS		1824	H & W	14.08.1886		J. Brokenshaw 1888-91 E W Nickels 1892-97
Swanmore	SS		1821	H & W	22.06.1886		T. Brown 1889-93 W H Greenhaigh 1893-94
Swordfish	SS	51405	725		1864	06.11.1877 Grounded Race rocks	P Graham 1870-75 J Shandley 1877-79
Vancouver	SS	63187	1053		06.1869		J Collister 1881-86
Van Diemen	SS	63210	1107		08.1869		J Landsborough 1876-79 J Shandley 1879-82 J Collister 1883-87
Warwickshire	SS	7473	679		10.1862	1890/91 Sold?	J Clements 1874-76 J Harry 1877-82 Ditchburn 1881-86 Graham 1887-88 JE Higgins 1889-90

¹William Lewis – Brother in law of Benjamin Williams ²G Ritchie – also worked for Ismay Imrie & Co ³L Lowe – may also have worked for Ismay Imrie & Co

There is evidence of Captains overlapping duty on ships and no doubt it was much like modern aircraft crewing: the ship operated more or less full-time, but crews had fairly extensive breaks and the next voyage might well be in charge of a different ship. There was however clearly some preference for continuity.

Ismay Imrie & Co was to become the White Star Line. The company had a close relationship with Harland & Wolf, who built many of its ships, including Titanic.

The name Cormorant may well refer to WJ Myers Son & Co.'s activity in the guano trade – true guano coming from a species of cormorant. Alpaca, Cordillera & Pizarro no doubt also celebrated their Latin American connection,

The names Damson Hill, Mayhill and Swanmore have some significance. There is a district of Southampton called Swanmore, where there is a Damson Hill cottage in Mayhill Lane; there is also a Myers Close there. It is not yet established that Damson Hill was a Myers residence, but it would look possible. The Myers family was established nearby at Swanmore Park House, bought and owned by Charles Myers (????-1879), listed as Director of the White Star Line and presumably the son of WJ Myers. Charles Myers is often referred to as the 'owner' of WJ Myers & Co's ships, presumably his father was deceased and Charles the head of the company. (A Charles Myers is shown as owner of Camp Hill estate Liverpool in 1862). After Charles' death (he was survived by his wife Henrietta to 1919), Swanmore Park House was owned by his son, William Henry Myers, a lawyer.

http://www.parksandgardens.ac.uk/index2.php?option=com_parksandgardens&task=site&id=5073&preview=1&Itemid=

“The Tithe map, 1841, shows two lodges on each approach road and the house and grounds are now 59 acres. By 1868, the grounds have been extended further and formal pleasure gardens have been created to the north of the house. There was much tree planting in the park. Bettesworth Shearer lost two wives and by 1875 moved away to East Molesey, the estate being bought by Charles Myers, a director of the White Star Shipping Line, Liverpool. He had the house demolished and brought in Sir Alfred Waterhouse to design a large, neo-Tudor building. He also brought in Edwin Molyneux, whom he had probably known in Liverpool, to re-design the gardens.

A large walled garden with elaborate glasshouses was built and the whole gardens redesigned. Myers died suddenly in 1879 leaving his estate to his son, William Henry Myers, who, through Molyneux carried on with the creation of impressive grounds. Due to the skills of Molyneux as a plantsman, in particular in growing prize chrysanthemums, Swanmore Park gained a reputation for the quality and maturity of its planting and was written about in several garden magazines of the time, such as the Gardeners' Chronicle, the Journal of Horticulture and Cottage Gardener, Gardening World and Country Life.

A rock garden of pulhamite was created by James Pulham & Sons, with water, many alpiners and two bridges and the glasshouses were developed and extensively used for vines, fruit and exotic plants. There was an orchard, a winter tennis court, a ha-ha, many climbing roses and other plants along a pergola, trees with some specimens planted in the parkland. The house was covered with colourful climbers and there was two acres of grassland planted with limes, elms and Spanish chestnut. Thousands of bulbs were planted in the grass. There was an avenue of cupressus and sweet briar hedges. Molyneux moved to be Farm Bailiff around 1898 and Mr G Ellwood became the head gardener. A conifer, *Chamaecyparis lawsonia* 'Elwoodii' originating as a seedling, was named after him.

William Myers died in 1933 after which the gardens never regained their glory. After a succession of owners the estate was divided up and sold off in 1952. The cottages and land, including the walled garden were divided into lots and sold. The house and part of the gardens were sold to a developer who divided it into a number of properties.

In 2006 some of the parkland planting is evident and the site of certain features of the gardens can be seen or traced, including the ha-ha, a summerhouse and steps leading to the pergola. The now overgrown land where the thousands of bulbs had been planted still reveal snowdrops in early spring. The walled garden has had a house built on the footprint of the glasshouses. The sundial, which maps reveal was moved around the grounds, lies in its centre.”

The barque Van Diemen, 1050 tons, Captain Shandley, fom London, made our harbor this afternoon, but too late for us to obtain her full report for this issue. She is reported to have left London on the 22nd October, Deal on 27th, and landed pilot on 31st. Her passengers are:—
Steerage — William Neilson, Helen Neilson, James Neilson, William Stewart, Henry Pepper, John Cunningham, Timothy Wallace, Mrs. L. H. Wallace, and Arthur L. Pettie.

Wellington Evening Post 1879

August 1880 – Otago Witness

Outwards

Per *Van Diemen*, barque, 1107 tons, Shandley, for Liverpool. P Cunningham and Co agents.

Passengers: Saloon -

Orkney Captain and Mrs
 Oakney Miss
 Orkney Masters (2)

Second cabin -

Brown Mrs
 Brown Misses (2)
 Bunn Mr
 Ryan Miss
 Savage Mrs and 2 children

Mariners and ships in Australian Waters

INWARD.						
A LIST of the Crew and Passengers arrived in the Ship <i>Cape Chat</i> of Liverpool Master, <i>John Sandborough</i>						
Burthen, 852 Tons, from the Port of Liverpool to Sydney, New South Wales, 4 Oct 1867.						
Seamen's Names.	Station.	Age.	Of what Nation.	Names of Passengers.	Description.	Remarks.
Benjamin Williams	mate	29	English	Joseph Keegan	Steerage	
John Brown	2nd d.	24	Welsh	James Keegan		
Joseph Cowen	Carpenter	32	Wales	Patrick Light		
Henry Newell	Sails	31	Irish	Richard Evans		
Joseph Croft	Steward	29	Irish			
John James Cook	Cook	23	Irish			
Thomas Hughes	AB	23	Irish			
Robert Gell	AB	26	Wales			
Alexander Gifford	AB	29	New York			
Matthew Kelly	AB	26	Irish			
Arthur McAdam	AB	26	Wales			
William Donaldson	AB	25	Irish			
Robert Honey	AB	37	Wales			
Antonie Brown	AB	39	Canada			
Joseph Ellwood	AB	25	Wales			
John Filly	AB	25	New York			
James Atwell	AB	40	Brighton			
Edward Hancock	Apprentice	14				
Arthur William Cook		15				
William Durrant		15				
George Buckton		15				
John George Bessin		18				
Alfred Morgan		15				
Joseph Hildridge		15				
Ernest Albert Hauptmann		15				

Source: State Records Authority of New South Wales; Shipping Masters' Office; CGS 13278, Passengers Arriving 1855 - 1922; X121 -122, SR Reel 422, 1870
 Modifications made to scans: In some instances, text was enhanced - there was still an occasional name or list which defied this effort to read it; the Masters' signatures are usually found at the bottom right corner of the page; some pages have been shortened; excessive black markings have been removed. The last two mods. were to enable the fastest possible display in your browser.
 Email: Mary-Anne Warner 2003
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Mariners and ships in Australian Waters

13.8/1888

INWARD.

A LIST of the Crew and Passengers arrived in the Ship Cape Otway of London Master John Sandilands
 Burthen, 533 Tons, from the Port of London to Sydney, New South Wales, 11 August 1888.

Seaman's Names.	Station.	Age.	Of what Nation.	Names of Passengers.	Description.	Remarks.
Benjamin Williams	Mate	32	Scotsman	J. R. Wilson	1st Cabin	
Charles Bennett	"	31	Scott	Thomas Dickson	"	
James Adair	Capt.	35	Scotsman	George Dickson	"	
Robert Wilson	Steward	35	Scott	John Dickson	"	
John Smith	St.	30	Scott	John Dickson	"	
Alfred Simpson	Cook	26	Scott	John Dickson	"	
William Murray	"	26	Scotsman	John Dickson	"	
Hyndrick Richard	"	23	Scotsman	John Dickson	"	
John Buchanan	"	25	Scotsman	John Dickson	"	
John Cameron	"	27	Scotsman	John Dickson	"	
Peter Ross	"	30	Scotsman	John Dickson	"	
Richard G. Russell	"	35	Scotsman	John Dickson	"	
John Scott	"	21	Scotsman	John Dickson	"	
Thomas Hill	"	23	Scotsman	John Dickson	"	
Henry Keston	"	20	Scotsman	John Dickson	"	
Robert A. Clark	"	23	Scotsman	John Dickson	"	
John George Brier	Apprentice	15	Scotsman	John Dickson	"	
James Brown	"	15	Scotsman	John Dickson	"	
James John Henderson	"	15	Scotsman	John Dickson	"	
Joseph Hunter	"	16	Scotsman	John Dickson	"	
Edward William Dickson	"	17	Scotsman	John Dickson	"	
James Dickson	"	18	Scotsman	John Dickson	"	
George Dickson	"	15	Scotsman	John Dickson	"	

John Sandilands Master
30 August 1888

Source: State Records Authority of New South Wales. Shipping Masters' Office, CGS 13278, Passengers Arriving 1855 - 1922, X127-129, SR Reel 427, 428, 429, 1873
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 Email: Mary-Anne Warner, 2003

No. 11468 Price, 3d. **INWARD.** A-4

A LIST of the Crew and Passengers arrived in the Ship Comorant of London Master Benjamin William
 Burthen, 1073 Tons, from the Port of London to Sydney, New South Wales, 20 July 1888.

Seaman's Names.	Station.	Age.	Of what Nation.	Names of Passengers.	Description.	Remarks.
John Stinson	Mate	34	Scotsman	not		
Frank Roberts	"	23	Scotsman			
Ralph Water	Captain	38	Scotsman			
James Hanby	Steward	27	Scotsman			
John Brimacombe	Steward	34	Scotsman			
James Thomson	Cook	22	Scotsman			
David Wilson	AB	27	Scotsman			
John Owens	AB	21	Scotsman			
Edwin Davis	AB	24	Scotsman			
Edwin Millard	AB	22	Scotsman			
Richard William	AB	25	Scotsman			
Theodore Schuyler	AB	29	Scotsman			
August Robert	AB	26	Scotsman			
James Chapman	AB	29	Scotsman			
Edward Miller	AB	22	Scotsman			
John Eason	Cook	37	Scotsman			

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