

SHIPOWNERS AT CATHAYS

- A Guided Tour



The Friends of Cathays Cemetery



INDEX

	Page
1 Morel Family	3
2 Jean Morel	4
3 John Cory	5
4 Hacquoil Family	6
5 John Gower Marychurch	7
6 Charles E Stalleybrass	8
7 John II & Herbert Cory	9
8 George Hoskins Wills	10
9 Richard Care	11
10 Turnbull Family	12
11 William Readon Smith	13
12 William Henry Seager	14
13 Seager Family	15
14 Marquand Family	16
15 William Henry Martin	17
16 John Henry Anning	19
17 William Tatem	20

1a PHILIP MOREL (1841-1908)

PLOT M 937/937A

1b THOMAS MOREL (1847-1903)

PLOT M 942/968

In 1876 Philip & Thomas Morel formed a partnership with their brother-in-law John Angel Gibbs and set up Morel Brothers & Co., at Cardiff. In the same year they acquired their first steamship but it was in 1877 that a new steamer the "Portugalette" joined the fleet. By the end of 1883 the Morel Brothers owned 26 smaller tramp ships. Most of the ships were placed in single-ship companies like Beignon S.S. Co., Longueil S.S. Co. and after the death of John Angel Gibbs at the age of 35 in 1884, the Forest S.S. Co. and Treherbert S.S. Co. The Morels owned also a small Cardiff Shipyard the Bute Shipbuilding, Engineering & Drydock Co. Ltd.



Sir Thomas Morel died in 1903 aged 56 and his elder brother Philip died in 1908. The fleet was heavily run down between 1904 and 1914 due to a lack of unity in the Morel Family and the fleet was down to two tramps during World War I, both of these becoming World War I casualties.

2 JOHN (JEAN) MOREL (1838-1875)

PLOT M 1017



Founder and Senior Partner of Jean Morel and Company, Cardiff

Jean came to Cardiff with his uncle Philip Le Moignan in 1856, to import potatoes and export coal, from his home in Jersey. In 1861 he married Mary Morel in Jersey. The same year he arranged for his younger brothers Philip and Thomas to join him in the business of John Morel & Company in 2 Stuart Street, Cardiff. This company exported coal to France and imported iron ore from Spain.

The partnership dissolved in 1867 and Philip and Thomas formed their own company Morel Freres et Cie. Jean continued to trade as a general merchant exporting and importing goods.

Jean and Mary had four children, all born in Cardiff. John Edouard (1865-1924), Anne (1867-1940), Emily (1869-1964) and Arthur (1874-1967).

3 JOHN CORY (1823-1891)

PLOT M1257

John Cory was born in Padstow the son of a farmer. He went to sea, but in 1854 he established his own business by purchasing the coastal ketch “Millicent” that had been built on the banks of the River Camel in 1844. In 1862, with the sale of the “Millicent”, the brigantine “Volunteer”, built on



Prince Edward Island in Canada, was purchased and in the same year the large barque “John Henry”, a Newport-built, Newport-owned vessel joined the fleet. The “Volunteer” was Cardiff-registered and this marked the first real contact between a Padstow shipowner and a South Wales port. In 1863, John Cory retired from the sea in order to manage his sailing vessels from an office in Padstow; one of the main cargoes carried in the early days being the lucrative contract to transport Cornish granite from

Padstow to London to build the Thames Embankment. Nevertheless, in the 1860s with the silting of the estuary of the Camel, and declining cargoes, Padstow was becoming a maritime backwater and in 1872 the Cory family moved to Cardiff that was rapidly growing into a great port. The rise of the company was very rapid. With two ships operating and two new ones of vastly improved dimensions on order, a growing shipbroking business and a newly started interest in iron ore importing from Bilbao, an office was

set up in Cardiff Docks. He bought his first steamers two years later, from the shipbuilders Humphries of Hull: the “Ruby” and the “Rothesay”. Within four years he was operating nine ships, adding to them by acquiring the “Redbrook”, “Rhiwabon”, “Rhyl” and the “Rumney”, all built at Jarrow by Palmers, except the “Rumney”, which was built at Sunderland by Doxfords.

4a PHILIP HACQUOIL (1812-1898)

PLOT L 389

4b FRANCIS HACQUOIL (1843-1914)

PLOT M 1557



The Hacquoil Brothers by 1876 owned the “Brittany”, the “Caesarea”, an iron single screw steamer and the “St Aubin”, an iron single screw Schooner. Hacquoil Brothers, a firm of Ship-owners and Colliery proprietors was dissolved in 1890 due to the ill health of Francis Hacquoil, who had been a Director of Hills Dry Dock. Francis originally from Jersey came to Cardiff to enter the office of his uncle, Mr F Carrell before

establishing his own business. Philip had been born in St Ouen, Jersey and had lived in Cardiff for up to 40 years before his death.

5 JOHN GOWER MARYCHURCH (1839-1909)

PLOT M 2001



John Gower Marychurch was one of the few early pioneers of steamship owning at Cardiff who was actually born in the port.

His father had owned a number of wooden sailing vessels at Cardiff; but upon his death in 1870, John Marychurch moved into steamships, and by 1880 he was operating four iron steamers.

6 CHARLES E STALLEYBRASS (1838-1921)

PLOT M 1331

Charles E Stalleybrass, from Newcastle-upon-Tyne, part-owner of the "Llandaff" and the "Fairwater", later acquired "Galatz Hero" and the "Lisvane". The "Lavernock" was built at Wallsend in 1874 and owned jointly with the shipbuilder Charles Albert Schlesinger. The vessel was wrecked near Bilbao in 1878. The "Llanishen", another Wallsend vessel, built in 1875 was lost on rocks off the Lipari Islands, near Sicily, in May 1885.



7 JOHN CORY II (1855-1931)

PLOT W 1243/1255

7a SIR HERBERT CORY (1857-1933)

PLOT W920

With his sons John and Herbert, John Cory (see #3) was in the front rank of shipowners. In 1876 the fleet had grown to 10 vessels; by 1898 it had increased to 23 and business as iron ore merchants, timber importers and coal exporters had grown phenomenally. In that year, too, the company built its present offices on the corner of Mount Stuart Square and James Street. The premises designed were by Sir Herbert Cory's son-in-Law, Tudor Thornley in 1898.



8 GEORGE HOSKINS WILLS (1830-1901)

PLOT W 1148

Mr. George Hoskins Wills, of Brooklyn, Whitchurch was one of the oldest shipowners and shipbrokers of the port. He came to Cardiff from South Brent, South Devon, in the year 1838. For some years he was connected with Messrs. David Davis and Sons, colliery owners, and in 1864 entered into partnership with Tellefsen and Hoist as shipbrokers and coal exporters. The partnership was dissolved in 1874 but Wills and Tellefsen kept on their business until 1890, when another rearrangement took place, and George was joined by his two sons and J. N. Kestell. In 1812 George Hoskins Wills retired from the firm, and the business was carried on by his two sons, George Henry and Francis Richard Alan Wills. George Hoskins Wills was president of the Cardiff Chamber of Commerce and also



of the Shipowners' Association. He was chairman of the local branch of the Shipping Federation, and was a member of the Barry Pilotage Board. In 1895 George Hoskins Wills took up residence at Whitchurch, and regularly attended the services at the Wesleyan Church. He was a member of the Whitchurch School Board for three years. He attended the morning service at the Wesleyan Church but was taken ill on the next morning and becoming unconscious, peacefully passed away.

9 RICHARD CARE (1859-1937)

PLOT S 1321C



Richard Care, a Cardiffian, started the Vindomura Shipping company around 1894 with one ship (the "Vindomura"), and by 1913 a further ship had been added (the "Jeanie"). Richard Care's sons, Edward Richard Care and Richard Penberthy Care, were involved with the companies Care and Marquand and the Care Lines respectively.

10a PHILIP TURNBULL (1850-1925)

PLOT D 383

10b LEWIS TURNBULL (1857-1931)

PLOT D 351

10c BERTRAND TURNBULL (1888-1943)

PLOT D 253

10d CYRIL TURNBULL (1885-1949)

PLOT D 821B



Phillip and Lewis Turnbull, sons of Thomas Turnbull, from Whitby, ship builder and owner, came to Cardiff in 1877 as agents for their father. In 1882 they set up in business together in Cardiff as ship owners to export coal to the Black Sea and return with grain, with one ship (the Everilda) as Turnbull Bros. By 1900 they had subsequently built up a fleet of eight tramps, all built by their father's Whitby yard. Because of restrictions on the size of vessels that could be constructed at Whitby, after 1902 the

company turned to other builders, mostly in their native North of England. At the outbreak of war in 1914 the company owned seven ships, but lost six to enemy action and although they retained two ships after the war they sold them in 1919 and wound up the Cardiff company.

In 1920 Cyril and Bertrand Turnbull, the sons of Lewis Turnbull set up the Turnbull Coal & Shipping Co and purchased three ships. One of these was lost in the River Hooghly and the other two were sold in the depression of the 1930s and the company withdrew from shipowning. The brothers remained in business as shipbrokers until 1943.

11 WILLIAM READON SMITH (1856-1935)

PLOT P 971

Reardon Smith was born in Appledore, Devon, and educated at the Wesleyan School. He went to sea and obtained his master mariner's ticket before going into the shipping business. In 1905 he founded his own



company, William Reardon Smith & Sons Ltd, based in Cardiff, where he had made his home. The company owned the St Just Steamship Company, Leeds Shipping Company and Cornborough Shipping Line. By the time of his death the company owned twenty-eight ships. Reardon Smith was also a major benefactor to the National Museum of Wales. He was created a baronet in the King's 1920 Birthday Honours in recognition of shipping services during the First World War. There is a bust of Reardon Smith in Cardiff City Hall. He was succeeded in the baronetcy by his son, Willie.

12 WILLIAM HENRY SEAGER (1862-1941)

PLOT P 982/983



A Welsh shipping magnate and Liberal Party politician who spent four years as a Member of Parliament for Cardiff East 1918 – 1922. Owner of the Tempus Shipping Company Ltd, The Seager family were originally from Ilfracombe, Devon, but moved to Cardiff in the 1850s. William Henry Seager was born in Cardiff and initially worked as a clerk but established his own business, W. H. Seager & Company, ship's chandlers, at 109, Bute Street, Cardiff in 1892. In 1904 he bought a new ship, the "Tempus". By 1910 he was buying more ships, another new ship which Seager called the "Amicus", then three older ships

which he renamed "Beatus", "Salvus" and "Virtus", and also by 1914 the "Campus" had been added to the line. After the First World War three vessels were sold, but more were bought, and by 1928 W. H. Seager & Co. had a total of seven.

A Liberal in politics, Seager was elected at the 1918 general election to the House of Commons as MP for Cardiff East and held the seat until he stood down at the 1922 general election. He was knighted the same year. In memory of his son Willie who was killed in action in 1916 at the age of 23, he built the William Seager Memorial Homes in Cardiff for retired Merchant Seamen and their wives and an operating theatre in Cardiff Royal Infirmary. During the Second World War, all the company's ships except the "Campus" were lost by enemy action. Seager died in March 1941.

13a JOHN ELLIOT SEAGER (1892-1955)

PLOT O 1106



Born on 30 July 1891 , the eldest son of Sir William Henry Seager and Margaret Annie (née Elliot), and brother of George Leighton Seager. On 26th May 1922 he married Dorothy Irene Jones of Pontypridd, and they had four children. Educated at Cardiff High School and Queen's College, Taunton, he joined his father's shipping companies where he gained experience of all levels of management and control of shipping and the equipping of merchant fleets. He soon became a director of a dozen or more shipping and industrial companies and chairman of several of them. For

many years he was honorary adviser on ships' stores at the Ministry of Food. He became a J.P. and was High Sheriff of Glamorganshire, 1937-38. He took a keen and active interest in charitable work, especially on behalf of youth organisations and hospitals. He was thorough, meticulous and untiring in every task he undertook. During World War I he won the Military Cross while serving with the South Wales Borderers. He died 8th January 1955 at his home, Ty Gwyn Court , Cardiff .

13b SIR GEORGE LEIGHTON SEAGER (1896-1963)

PLOT O 1056a

1st Baronet, from 1952 to 1962, a Welsh shipping magnate, the son of Sir William Henry Seager, the founder of W. H. Seager & Co, shipowners. He was a director of the family firm and also served as President of the Cardiff Chamber of Commerce from 1934 to 1945 and of the Council of Shipping in 1944. Apart from his business career he also held the posts of High



Sheriff of
Monmouthshire for
1938 and Vice-
Lieutenant of
Monmouthshire from
1957 to 1963. He was
knighted in 1938,
created a Baronet, of St
Mellons in the County of
Monmouth, in 1952 and
raised to the peerage as
Baron Leighton of St
Mellons, of St Mellons in

the County of Monmouth, in 1962. He married Marjorie Gimson in 1921. He died in October 1963, aged 67, and was succeeded in his titles by his son John. Lady Leighton of St Mellons died in May 1992, aged 92.

14a HILARY MARQUAND (1825-1872)

PLOT L 1057

14b HILARY BLONDEL MARQUAND (1861-1920)

PLOT EH 1987a (Top Cemetery)

14c ALFRED MARQUAND (1861-1920)

PLOT L 2107

14d AUGUSTUS MARQUAND (1856-1937)

PLOT L 2084

14e LEONARD MARQUAND (-1961)

PLOT EJ833 (Top Cemetery)

Hilary Blondel Marquand, was a native of the Channel Islands and left his native Guernsey in the 1870s for Cardiff.

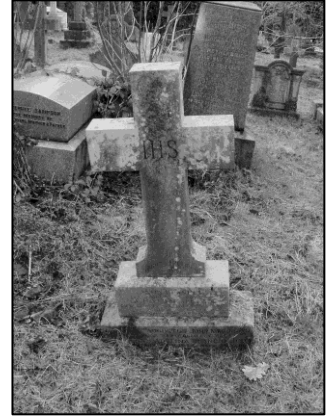
Richard Care's (See #9) son Edward Richard Care was a consulting marine engineer who, in the early 1920s with his friend Leonard Marquand, set up business in Cardiff purchasing three tramp steamers – "Arncliffe", "Beachcliffe" and "Coniscliffe", vessels that were principally used in the South American trade.



Hilary Marquand



Alfred Marquand



Augustus Marquand

15 WILLIAM HENRY MARTIN (1825-1887)

PLOT L 984/960

For some time Hilary Blondel Marquand (See #14b) worked with his uncle who was already settled in the port as a coal exporter, but soon he was in business with W.H. Martin, an established tug owner at the port, whose single vessel was the wooden steam tug Princess. The new company, trading as Martin and Marquand, developed very rapidly and by 1894 they owned six vessels, three of which were typical tramp steamers of their day, the "Earl of Dumfries", the "Earl of Roseberry" and the "Rosehill". The other three vessels were the steam paddle tugs run by W.H. Martin, namely Earl of Bute, Earl of Dunraven and Earl of Jersey. As time

progressed Martin and Marquand invested in larger ships so that by the outbreak of the First World War they operated three steamers of over 2,000 tons each, the “Dauntless”, “Relentless” and “Silvia”. The company continued to trade until the early 1920s although by that time the Marquand family were associated with a number of other prominent Cardiff docks people.



16 JOHN HENRY ANNING (1823-1885)

PLOT L 920



John's parents were Thomas Anning of Dawlish, Devon and Jane Linkhorn. John went to sea at the early age of 15 and served first as a cabin boy and then graduated to hand, seaman, mate. By 1850 he was master on the ships owned by his Anning uncles and became a Master Mariner and Ship owner. In 1851 at the age of 28 he applied for and received his Master's Certificate of Service which was issued in Exeter. He was involved in coasting and foreign trade. The family moved to Cardiff where John built a prosperous shipping company - Messrs. J.H. Anning. Between 1830 and

1914, Cardiff was a boom town of Victorian Britain and its rise as a commercial and maritime centre was unique in the British Isles. John Henry was one of the first west countrymen to set up in business as a ship owner in Cardiff. The company originally operated on sailing vessels, but from 1877 onwards they began to invest in steamships. They were involved with the shipping of coal to various ports around England. Though never a large company, Anning's were of considerable significance in the history of shipping. The family home in Cardiff was called "Chiverstone House" after John's home in Kenton. In 1896 Reardon Smith (See #11) became Master of the Starcross, owned by J.H. Anning of Cardiff.

17 WILLIAM TATEM (1868-1942)

PLOT L 1649/1653



William Tatem purchased his first ship in Cardiff in 1897 and over the next eight years added a further fifteen ships, each nominally owned by a single ship company. The main trade was coal to the Mediterranean, returning with grain from Black Sea ports.

The company later expanded into the River Plate trade. In 1910 the fifteen single ship companies were combined into the Tatem Steam Navigation Co Ltd.

At the start of the Great War Tatem owned sixteen ships, but nine were lost to enemy action. The Atlantic Shipping & Trading Co was formed in December 1916 and the entire fleet transferred to the new company. After the war, the company concentrated on tramping and was heavily involved in the lumber trade from Vancouver, as well as River Plate, Mediterranean and Baltic trades. The depression of the 1930s meant that by 1939 Tatem only owned eleven ships of which eight were lost during the war. In 1973 the decision was taken to withdraw from shipowning and the firm of W. J. Tatem Ltd became an investment company. Tatem himself was killed during an air raid on Weston-Super-Mare in 1942.



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