

1772 7 apr-10 oct bt 98/3 Mich age 32 waterfd SPLITTER on 2 bros griffin DIS RENEWS

Kearney, Mich

ST. JOHN'S, NFLD.

kearney

1777 oct st jns ang Mich married widow mary casey

carny

1780 27 mar cb ang mich reputed father of ann d of mary taylor

KEARNEY

1804 CO I94/45 MICH salmonry at TREPASSEY 32 tce.

kearney

1811 bt 162/3 mich anna maria 42 ton coaster

KEARNEY

of HG

1811 21 nov sup ct Mich - statement of his read in court assigning all his property ot hunters/co they undertaking to pay all his debts but to be lifted when he pays his debts to hunters. THUS AT THE MOMENT HAS NO PROPERTY in the island and should not be given credit

Kearney

1814-16 bt 162/4 Mich friends 42/3 nfld f/ship(reg 13)

kearney

1818 bt 162/5 Mich friends 42/4 reg nfld 13 fishing

kearney

1820 sep bt 162/5 mich friends 42 ton reg 1813 nfld coast/fish

KEARNEY

sam loveys

1824 31 jan-24 aug bt 98/14 Mich at lpoo mate hawk jaxstankey dis jersey 8 sep rehired - 24 jan 25 dis dtmth(nfld ship)

KEARNEY

1829 8 sep ferryland ct Mich/jn barnable BOYS sued by arth carter for breaking into and pulling potatoes in his garden. case postponed.

KEARNEY

1829 24 sep ferryoand ct Mich jr witness saunders v whelan neglect of duty

KEARNEY

1830 13 dec ferryland ct MICH sued Maurice brazil for selling liquor in less than one gall during summer(informed on him for this) brazil had licence-dismissed THEN SUEd brazil for 40/- overcharges on fishery last summer DISMISSED

KEARNEY

1832 17 aug ferryland ct mich jr assaulted by thos sliney latter remanded for circuit court

1839 5 dec nflder Mich of Ferryland age 24 never trained but has built several vessels - last scotch lass launched in dec 1838 for baine johnston. allowed to be very goods- has had good voyages. is now building a brig for donnelly of spaniards bay IS A NATIVE

kearney

1840 renews re Mich witness wedding slincy ferryland/fra delahunty

Kearney

1841 8 apr nflder Mich built clutha 200 ton bg for punton/munn

KEARNEY

1842 feb gaz MICH "Native" of nfld shipbuilder built 180 ton "Mary Hounsell" for Dan Fowler.

KEARNEY

1842 3 mar nflder Mich built on south side the bg Mary Hounsell for Dan Fowler "a perfectly self taught artist who has never seen any other than this his native country". has already built sev'l fine ships
226 tons NE. 226 tons OLD MEASUREMENT.

KEARNEY

1842 22 sep nflder Mich his yard on south side. re constructed barque marg 200 tons(laid down as bg in outports) for L o brine

KEARNEY

1842 sep gaz Michael. a barguqe "margeret" owned L O brine launched at his wharf on south side(his DOCK).

Kearney

1845 6 feb nflder Mich ship yard launched schr blt for jn johnston(son of late wm) called gauntlett entered in royal yacht club.

KEARNEY

1845 jun gaz Mich committee natives society.

KEARNEY

1846 2 apr nflder Mrs M has to let a new house adjoining own residence opp Mr jobs cottage 7 rooms in it.

KEARNEY

1846 31 aug nflder Mich natives socy

KEARNEY

1850 21 may gaz MICH HG SHIPBUILDER INSOLVENT.

Kearney

1852 feb chafe sealing Mr Mich built at JN rorkes dock "thos ridley" 106 ' long 260 ton om 170 new.

KEARNEY

1885 2 mar gaz mr mich shipbuilder died 5th age 76

KEARNEY

1885 5 mar gaz mr mich shipbuilder died age 75

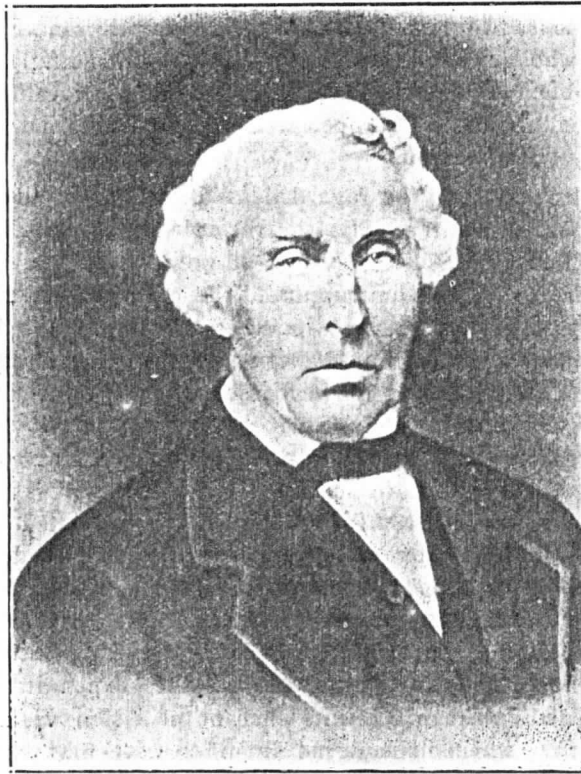
KEARNEY

1890 2 may gaz mich died age 50

MICHAEL KEARNEY

Newfoundland's Greatest Shipbuilder and Genius

MICHAEL KEARNEY, shipbuilder and genius, was descended from possibly the oldest Irish family in Newfoundland, it is said that his forebears came from Ireland to Ferryland, Newfoundland, with Sir Gilbert Calvert, afterwards Lord Baltimore, about two hundred years ago. In the Churchyard, Belvidere, at St. John's, is his mother's (Mary Kearney) headstone which gives the place of her birth at Ferryland in



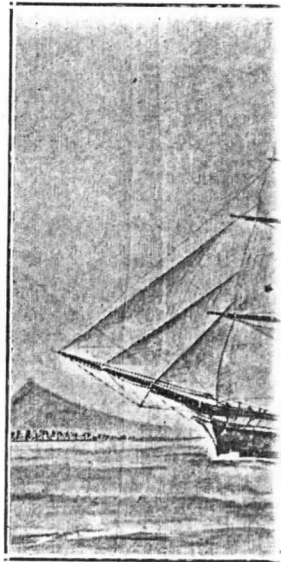
LATE MICHAEL KEARNEY

the year of 1780: Died October 29th, 1854, aged 74 years. Michael Kearney, born at Ferryland in the year of 1811. (The author being his oldest grandson on his mother's side). In his early days he followed up the occupation of shipbuilding, sail-making and other meretorious work. It was given up to him that he was the greatest shipbuilder and genius that Newfoundland ever produced before, during or since his time. The number of vessels that Kearney built is not on record from the yacht Gauntlet, brigantines, brigs and barques, but they were all noted for their speed and durability and held records in the front rank

for their sailing qualifica
the many that he built, w

The brig Mary Houn
Kearney's shipyard at th
best material. The "Mar
wife of the owner. The
appropriate tunes on the
welkins ring, as she glide
measured 299 tons.

Governor Sir John H
and owner of the brig M



CLIP

Gentlemen,

Having been prevent
present at the launching
you, in this way, my cong
important as the construc
sions in this Harbour.
beauty that he who cause
must be a benefactor to
and we must acknowledg
by those who through th
fellow subjects a new b
Colony a new source of pr

KEARNEY

Builder and Genius

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MICHAEL KEARNEY

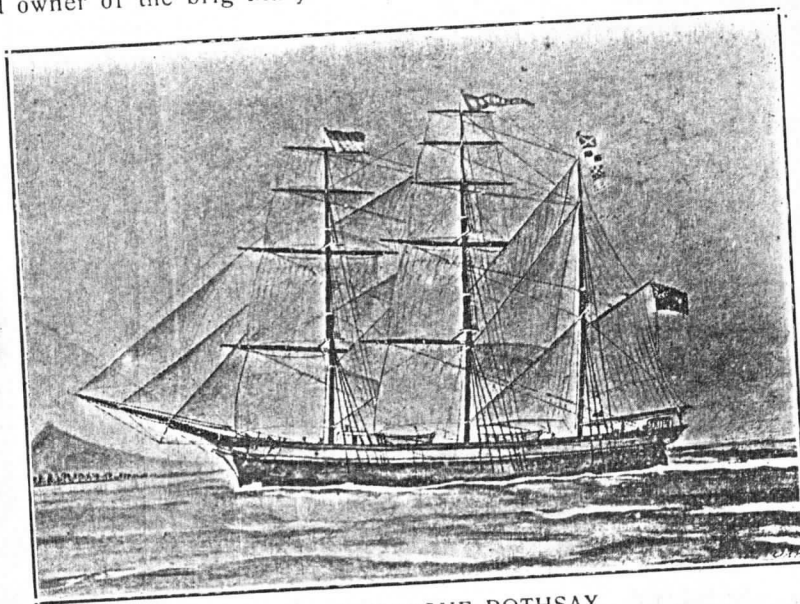
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RESOURCES OF NEWFOUNDLAND

for their sailing qualifications, at home and abroad. The following of the many that he built, with their records:

The brig Mary Hounsell, launched the spring of 1842 from Michael Kearney's shipyard at the South Side of St. John's, built of the very best material. The "Mary Hounsell" was christened by Mrs. Fowler, wife of the owner. The band of the Royal Veteran Companies played appropriate tunes on the occasion, while the people on shore made the welkins ring, as she glided into the waters of St. John's Harbour. She measured 299 tons.

Governor Sir John Harvey sent the following letter to the builder and owner of the brig Mary Hounsell:



CLIPPER BARQUE ROTHSAY

Government House,

February 26th, 1842.

Gentlemen,

Having been prevented by circumstances of weather from being present at the launching of the brig "Mary Hounsell," I wish to offer you, in this way, my congratulations, upon an event so interesting and important as the construction of a vessel of such beauty, and dimensions in this Harbour. It has been observed with equal truth and beauty that he who causes two ears of grain, where one grew before, must be a benefactor to his country. Let us extend this proposition ~~and we must acknowledge the just title of public gratitude acquired~~ by those who through their enterprise and ingenuity, open to their fellow subjects a new branch of profitable employment, and to the Colony a new source of prosperity. It is an axiom, in political economy,

as applied to trade, that the demand creates the supply, and it requires no sagacity, to predict that if this port can continue to construct such vessels, as that which this day, been completed a valuable resource of manufacture may from this day date its origin, for which we are mainly indebted to the enterprise of Mr. Daniel Fowler, and the ingenuity of Mr. Michael Kearney, to both of whom I beg to express my acknowledgments as the representative of a Gracious Sovereign, whose heart is warmly interested in all that relates to the prosperity and happiness of her subjects.

I am, gentlemen,

Your obedient servant,

JOHN HARVEY.

To the Owner and Builder of the Brig "Mary Hounsell."



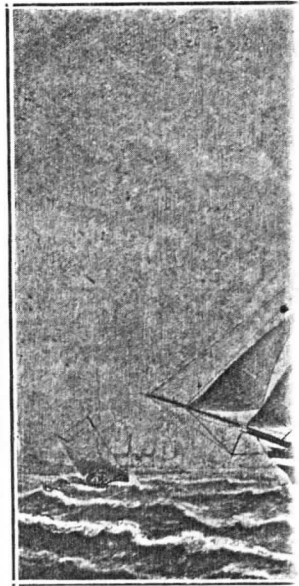
LATE HON. JOHN RORKE, M.L.C.

In February, 1852, Michael Kearney launched the brig "Thomas Ridley" from Hon. John Rorke's dockyard, Carbonear. She was built for Hon. John Rorke, a wealthy merchant who for many years represented that thriving town in the House of Assembly. Edward Earl Brown, Esq., H.M.C., christened the vessel. The Carbonear band was in attendance and played some spirited airs. The newspapers stated that up to that time that she was the largest sealer in the Island, being

260 tons old measurement a smart sailer and went from Clear in Ireland in nine days.

The clipper barque *Roths* (Munn & Co.) by Michael Kearney in 1852; 313 tons old measurement. *Roths* outsailed all that sailed from "Tasso" from Pernambuco.

One of the finest specimens of construction by Michael Kearney, merchant, at Spania



Donnelly. She was launched by the firm of Hunter & Co. Capt. Greene, grandfather of the firm, St. John's. As a ship he built a large number of models was the "Gauntlet" in the early forties, for the Cocos Island treasure. Richard Kearney, went as a pirate which she outsailed. She was the first brigant to fly in England as

The brigantine *Ida* was

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 s port can continue to construct such
 en completed a valuable resource of
 ate its origin, for which we are main-
 Mr. Daniel Fowler, and the ingenuity
 of whom I beg to express my acknow-
 of a Gracious Sovereign, whose heart
 relates to the prosperity and happiness

our obedient servant,

JOHN HARVEY.

Brig "Mary Hounsell."



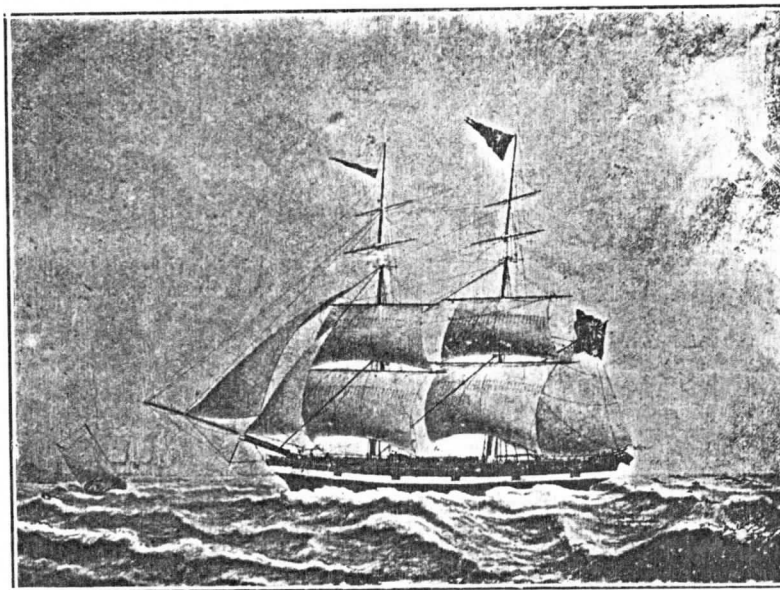
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260 tons old measurement and 170 tons new measurement. She was a smart sailer and went from Cape St. Francis, Newfoundland, to Cape Clear in Ireland in nine days.

The clipper barque Rothsay, built for Punton and Munn, (of John Munn & Co.) by Michael Kearney at the dockyard, near Victoria Street, in 1852; 313 tons old measurement, 201 tons new measurement. The Rothsay outsailed all that she came in contact with and beat the barque "Tasso" from Pernambuco to St. John's.

One of the finest specimens of the shipbuilding art was the construction by Michael Kearney of the brig St. Fillian, built for Mr. Donnelly, merchant, at Spaniard's Bay, father of the late Hon. W. J. S.

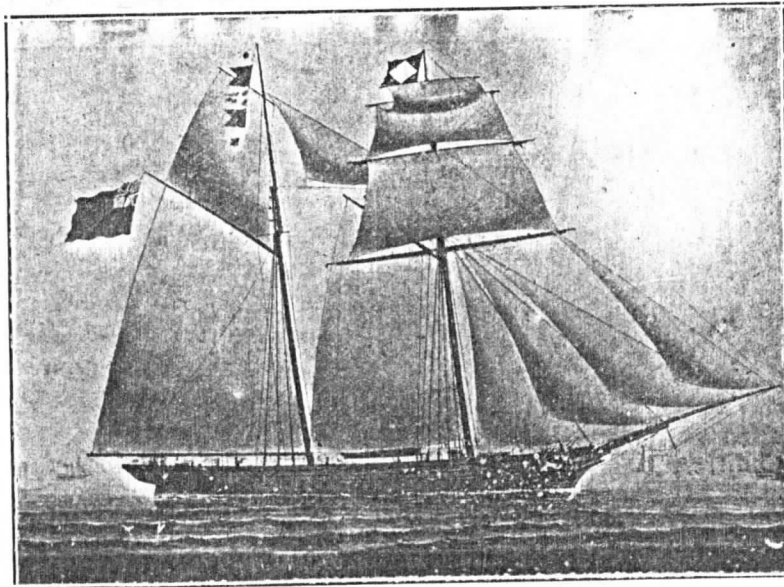


BRIG ST. FILLIAN

Donnelly. She was launched in 1840. She afterwards was owned by the firm of Hunter & Co., merchants, St. John's, and in command of Capt. Greene, grandfather of Mr. Mortimer Greene, of Colin Campbell Ltd., St. John's. As a shipbuilder Michael Kearney had no superiors, he built a large number of vessels in his time. One of the prettiest models was the "Gauntlet" yacht built for the firm of Baine and Johnston in the early forties, purposely to go to the Cocos Islands for the Cocos Island treasure. Michael Kearney's brother, the late Captain Richard Kearney, went as first mate. The Gauntlet was chased by a pirate which she outsailed, and was given the Royal Yacht (Whip) pennant to fly in England as she had no equals there as a sailer.

The brigantine Ida was built in Bennett's shipyard, where the Post

Office of to-day stands, in 1855, and was launched across Water Street into the Harbour of St. John's. It is said that the owner, Hon. C. F. Bennett, stated to the builder, Michael Kearney, that she would strike the corner of the stone store, but Kearney's reply was to drive a nail between the stones of the store and put his watch on the nail. The "Ida" went by the watch untouched, amidst the cheers of the multitude. She was the fastest vessel of her class sailing out of London, England, in the fifties, and went from St. John's, Nfld., to Bristol, England, in 13 days and from Bristol back to St. John's, Newfoundland, in 13 days, commanded by the late Capt. Jeremiah Callahan. Also built



BRIGANTINE IDA

the "Arrabella Tarbet," "Naiomi," "Three Sisters" for Captain Munden of Brigus, grandfather of W. A. Munn of St. John's. Kearney floated the tug Dauntless after she had sunk in the Narrows of St. John's, Nfld., in 1859. And a noted feat was the removal of Harbor Grace Lighthouse in 1864, on Sept. 23rd, 58 feet, which had been shifted by a landslide. Michael Kearney could build, rig, make the sails and then sail the vessel afterwards. His ingenuity and his works would fill a small volume.

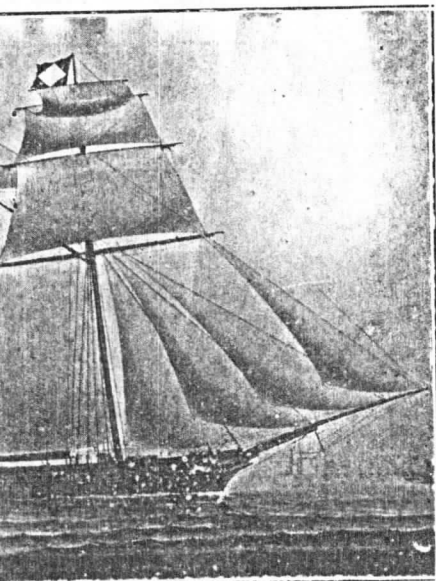
Michael Kearney married Bridget Blackler, grand-daughter of Samuel Blackler, planter and merchant, that came from Exeter, England, in or about the year of 1750 to Tors Cove, on the Southern Shore, about 25 miles South of St. John's. Samuel Blackler was of that good pioneer Church of England stock that came to Newfoundland at that

time, in the year of 17 (William), who was in com St. John's. Coming along close proximity to Fox I his crew assisted in tow William requested Mr. B On arrival at St. John's "Mr. Blackler, you can ha but he politely declined the Fox Island. Prince William Blackler and his heirs a c estimation was by far mo any land at St. John's. S of the author of this little

Michael Kearney died revered and beloved by a Captain Richard Kearney land's master mariners in were born of the sea, so lost and all his crew com vessel, the brig Michael late John Kearney, First his son George Kearney, Street, St. John's, and M Hearn & Co., but now of Bowring Bros. office sta are grandchildren of Ca Kearney, one of Newfou the good old type in N across the Atlantic and our master mariners. H John's, and his grandson in the World War, his n pany A, and first to retu plate in his head.

To the several pers sistance in the compilati of expressing his sincer firms who so kindly hel be greatly hampered in g

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time, in the year of 1786, when Prince William (afterwards King William), who was in command of H.M.S. Pegasus on her passage to St. John's. Coming along the Southern Shore, in a dense fog, got in close proximity to Fox Island, near Tors Cove, Samuel Blackler with his crew assisted in towing the men of war from the land. Prince William requested Mr. Blackler to come on to St. John's as a pilot. On arrival at St. John's the Prince, pointing towards the land, said "Mr. Blackler, you can have any portion of St. John's that you desire," but he politely declined the offer and stated that he would sooner have Fox Island. Prince William complied with his request and gave Samuel Blackler and his heirs a deed of Fox Island, which in Samuel Blackler's estimation was by far more valuable at that time as to the fisheries than any land at St. John's. Samuel Blackler is the great, great, grandfather of the author of this little work (M. E. Condon).

Michael Kearney died at St. John's March 4th, 1885, aged 74 years, revered and beloved by all. His brothers, Captain John Kearney and Captain Richard Kearney, were amongst the foremost of Newfoundland's master mariners in the foreign-going service of the Colony; they were born of the sea, so to speak, the former, Capt. John Kearney, was lost and all his crew coming from Sydney with a load of coal in his own vessel, the brig Michael Anthony Fleming, in the sixties; his son the late John Kearney, First Landing Waiter H. H. Customs, is survived by his son George Kearney, the well known gentleman's outfitter of Water Street, St. John's, and Mrs. Jardine, mother of Charles Jardine, late of Hearn & Co., but now of the W. I. Bishop Co., also Fredk. Jardine of Bowring Bros. office staff, and the wife of the late Hon. John Harris, are grandchildren of Capt. John Kearney. The late Captain Richard Kearney, one of Newfoundland's most prominent master mariners of the good old type in Newfoundland; his record for quick passages across the Atlantic and to South America could compare with any of our master mariners. He is survived by his son Richard Cooper of St. John's, and his grandson (son of Rd.) was one of the first to volunteer in the World War, his number being I believe about the 60s in Company A, and first to return back wounded from Gallipoli, with a silver plate in his head.

NOTE OF THANKS

To the several persons to whom the author is indebted for assistance in the compilation of this little work, he takes the opportunity of expressing his sincere thanks, and also to the business people and firms who so kindly helped with advertising, without which he would be greatly hampered in getting it out of press.

DANIEL CONDON

The Inventor of the Cofferdam and Pontoon

DANIEL CONDON, father of the author, was born at Aquaforte, four miles from Ferryland, the home of Lord Baltimore, in the year of 1840. His father, Edmund Condon, was born and educated at Rathpatrick, near the City of Waterford, Ireland, and took up the art of ship-builder in about the year of 1822. Dr. Michael Anthony Fleming, residing then at St. John's, requested him (Edmund Condon) to come to



LATE DANIEL CONDON

Newfoundland, they being brothers-in-law, or in other words Edmund Condon's sister was married to Dr. Michael Anthony Fleming's brother, Dr. Fleming afterwards becoming the R. C. Bishop of St. John's, Nfld. Edmund Condon made his home at Aquaforte, where he married Miss Saunders, daughter of Robert Saunders, whose mother was Anna Carter, daughter of Robert Carter (called The Surrogate for Ferryland and vicinity). Daniel Condon's mother was therefore the great granddaughter of Robert Carter. Robert Carter defended Ferryland against the French about the middle of the 18th century. The late Sir Frederick Carter, K.C.M.G., ex-Prime Minister, was a descendant of Robert

Carter. Daniel Condon, Michael Kearney, shipbuilder, Margaret Kearney, eldest daughter, after the late Sir Ambrose Carter, seeing the ability of Daniel Condon to build the first steamer ever built in Newfoundland, the steam engine; she was called the "Carter" and was used for conveying caplin bait to the coastwise. Daniel Condon from then on commenced to make history for Newfoundland as a shipbuilder which in after years Daniel Condon's next work was built in or about the year 1840 being the New Gland Liner, built from Liverpool, England, about 25 miles South of St. John's sent out the ablest man then in Newfoundland, Chisholm, who did his utmost but abandoned her to Daniel Condon (Chisholm) termed Daniel Condon's "match boxes" floated the ship. The S.S. Flavian placed a false bottom in her and she continued her voyage safely. The fore feet of her bottom broke and the horses down in the hold without coming in contact with the damaged ship. A man of English and Irish parentage. Daniel Condon's miniature dry dock or cofferdam was successful: H.M.S. "Carter" went to Portsmouth, England with a timber ship; S.S. "Plover" steamers and others; also built on Bell Island; S.S. "Caspian" at the entrance to St. John's; the mail steamer, after she broke and floated the S.S. "Hercules" other of his noted achievements was the bow in the Guion Liner S.S. "Carter" (about 45 years ago), built in. —Mr. Guion, the owner, as a passenger, after the



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the Cofferdam and Pontoon

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DANIEL CONDON

brothers-in-law, or in other words Edmund Carter, was the brother of Dr. Michael Anthony Fleming's brother, Robert Carter, who was the Bishop of St. John's, Nfld. Daniel Condon was born at Aquaforte, where he married Miss Elizabeth Saunders, whose mother was Anna Carter (called The Surrogate for Ferryland and whose mother was therefore the great grand-mother of Robert Carter defended Ferryland against the claims of the 18th century. The late Sir Frederick Balfour, Prime Minister, was a descendant of Robert

Carter. Daniel Condon when quite young apprenticed himself to Michael Kearney, shipbuilder, and at an early age of 23 he married Margaret Kearney, eldest daughter of Michael Kearney. Some years after the late Sir Ambrose Shea, K.C.M.G., ex-Governor of the Bahamas, seeing the ability of Daniel Condon, secured his services to build the first steamer ever built in Newfoundland to be equipped with a steam engine; she was called the "Isabella" and used for the purpose of conveying caplin bait to the fishermen and on other commercial pursuits coastwise. Daniel Condon then was about thirty years old and from then on commenced the brilliant career of the man that helped to make history for Newfoundland by his remarkable achievements as a shipbuilder which in after years made his name famous the world over. Daniel Condon's next work or invention was the pontoon which he built in or about the year 1877 and which he used in successfully floating the New Gland Liner, Captain Stewart, while on her maiden voyage from Liverpool, England, to Boston, U.S.A., grounded on Great Island, about 25 miles South of St. John's, in a dense fog. Lloyds of London sent out the ablest man that they had there in the person of Captain Chisholm, who did his utmost to float the stranded ship and finally abandoned her to Daniel Condon, the Newfoundlander, after he (Chisholm) termed Daniel Condon's pontoons "match boxes." However, the "match boxes" floated the S.S. Flavian after being stranded for thirty days. The S.S. Flavian proceeded to St. John's, where Daniel Condon placed a false bottom in her, no dry dock being available, and she continued her voyage safely to Boston with one hundred and twenty feet of her bottom broken so much so that you could let a team of horses down in the fore hatch and out through the rent without coming in contact with other parts of the bottom of the damaged ship. A victory for the Newfoundlander of English and Irish parentage. Daniel Condon's next great invention was a miniature dry dock or coffer dam on which he repaired the following ships successfully: H.M.S. Flamingo, after collision with an iceberg, went to Portsmouth, England, safely; S.S. European, after collision with a timber ship; S.S. Palmyre, S.S. Liscard, with many local sealing steamers and others; also the Allan Liners S.S. Manitoban, which ran on Bell Island; S.S. Caspian, which came in contact with the rocks near the entrance to St. John's; successfully floating the S.S. Plover, coastal mail steamer, after she being submerged for a winter at Twillingate; and floated the S.S. Hercules, stranded at Fogo, Newfoundland. Another of his noted achievements was the placing of a wood and concrete bow in the Guion Liner S.S. Arizona, the largest ship then in the world (about 45 years ago), crippled into St. John's with her bows beaten in. Mr. Guion, the owner of the S.S. Arizona who was on board as a passenger, after the ship was completed and ready for sea, made

From Leo Moakler

MICHAEL KEARNEY, MASTER SHIPBUILDER

Michael Kearney was born in Ferryland in 1811 to one of the oldest Irish families in Newfoundland. His forebears were said to originate with the Irish settlers who accompanied Sir George Calvert (later Lord Baltimore) to Ferryland in the 1620s. His mother was Mary Kearney, born in 1780 and died in St. John's October 29, 1854, her tombstone in Belvedere Cemetery.

At an early age Kearney became interested in shipbuilding, sailmaking, cargo space, passenger accommodations, disposal of liquid and solid wastes, all phases of the shipbuilding industry. His goal was the building of better and faster sailing vessels. This he achieved as no Newfoundlander has done before or since, and he lives in history as probably the greatest master of ship architecture this country has ever known.

About 1825 his career began. He went on a foreign-going vessel to gain a first-hand look at a vessel on the sea. In 1827 he went to Waterford, Ireland, and apprenticed himself to the Waterford Shipbuilding Co. After a 3-year stay with this company his employer considered him so proficient that he appointed Kearney superintendent in charge of construction of wooden vessels up to 350 tons draft.

He remained a number of years with the Waterford firm and gained much further knowledge of all methods of wooden ship construction. But even now his reputation was spreading and he received offers from other Irish and English shipbuilding firms to join them.

In 1834 he left Waterford and went to the town of Youghal in South Waterford Country. Here he spent two years with a small boatbuilding firm and learned the construction of skiff-type open boats. He returned to Ferryland in 1838 and began building in-shore open boats. He moved to St. John's in 1840 and at a place called Mudges on the southside he set up Kearney's Shipyard. In the previous year, 1839, he married Bridget Blackler of Tor's Cove. She was a grand-daughter of Samuel Blackler, a planter and merchant who came from Exeter, England, to Tor's Cove on or about 1750.

In connection with this Samuel Blackler a story is told that in the year 1786 Prince William Henry, Duke of Clarence, afterwards King William IV, was in a ship H.M.S. Pegasus off the Southern Shore. She got astray in a fog. Near Fox Island at Tor's Cove Samuel Blackler and his crew came upon the man-o-war dangerously close to the shoals and succeeded in towing her out of danger. The Prince asked Blackler to come to St. John's as pilot of the ship. When they entered St. John's harbour the Prince pointed to the land and

(MORE)

told the Tors Cove man he could have any portion of it he desired. Blackler declined that offer but said he would rather have Fox Island. He was thereupon delivered a deed to the island and included his heirs in it. This Samuel Blackler was the great, great grandfather of the author of the foregoing story, Michael E. Condon.

Kearney and his bride resided in a cottage on what is now Monkstown Road, leased from Jabez Nurse. Later they moved to James, now Mullock Street, in 1848 where he lived until his death.

He built his first brig the MARY HOUNSELL for a Mr. Daniel Fowler of St. John's and launched the 300-ton ship in the spring of 1847. The boat was christened by Mrs. Fowler, wife of the owner. The Royal Veterans Company band was present for the occasion, together with a large crowd of spectators. The event was considered of so much importance that the governor, Sir John Harvey, sent a letter of congratulation to owner and builder saying: "Gentlemen, I wish to offer you my congratulations on an event so interesting and important as the construction of a vessel of such beauty and dimensions"

Another outstanding specimen of Kearney's shipbuilding art was the brig ST. FILLIAN, built for William Donnelly, a merchant in Spaniard's Bay, C.B. and father of the Hon. W.J.S. Donnelly. She was launched in 1848. Afterwards owned by Hunter & Co., St. John's merchants. Was commanded by Capt. Greene, great-grandfather of James Greene, one-time leader of the P.C. Party under Confederation in the early 1960's.

In Hr. Grace he built THE BROTHERS for the firm of Thomas Ridley & Co. at their beach premises. In Brigus he rebuilt the FOUR BROTHERS for Capt. Azariah Munden and re-launched her in the spring of 1852. Other vessels include the NAOMI, named after John Munn's wife of Hr. Grace, the THREE SISTERS and the MICHAEL ANTHONY FLEMING, named after the R.C. bishop who was instrumental in the building of the Basilica middle of the last century. Kearney was distantly related to the bishop, hence the reason for the ship's name. This relationship was as follows:

The bishop's brother was married to the sister of Edmund Condon, who took up the trade of shipbuilding at Waterford, Ireland, about 1822. He (Condon) had been born at Rathpatrick near Waterford. Condon was thus a brother-in-law of Bishop Fleming. Edmund Condon's son Daniel was born on the Southern Shore (at Aquaforte ?) and apprenticed to Michael Kearney at an early age. At age 23 he married Michael Kearney's eldest daughter Margaret. The MICHAEL ANTHONY FLEMING was skippered for years by Capt. Richard Kearney, Michael's brother.

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Apparently, native shipbuilding genius ran in the family. The following item is from a separate source than the previous paragraph. This information says that a "nephew" of Michael Kearney, Daniel Condon, was another great shipwright and builder. The previous item gives Daniel Condon as a son-in-law. In any event, the Daniel Condon referred to here performed a notable job on a Guion liner called the ARIZONA which in the latter part of the last century collided with an iceberg on the Atlantic. The ship's bow was stove in but miraculously the hole was plugged with the ice and the ship was able to make port to St. John's, a remarkable sea event. In St. John's it was a gigantic task to repair the damage. There was no drydock to handle such a large ship and the hole in the bow stretched back almost to the foremast. But Condon overcame the obstacles and with only the crudest implements he put a false bow in the ship and she was able to leave port and carry on to her destination.

Michael Kearney's services were in so much demand that it is said that at one time in the 1850s he supervised the building of four vessels in four different communities -- Carbonear, Hr. Grace, Spaniard's Bay and Brigus.

The number of vessels he built is not listed in the records. Included are brigs and barques, brigantines and barquetines and many others, all noted for their speed, strenght, handsome lines and for the sailing records they hung up on foreign-going voyages, renowned at home and abroad.

His handsomest boat was probably the GAUNTLET, a yacht built for Baine, Johnstone & Co. Ltd., St. John's, at his shipyard on the southside in 1843. It was said that this vessel was built expressly to seek the famous Cocos Island pirate treasure. Capt. Richard Kearney, brother of Michael, was first mate on the expedition. In the account of this event it is said that the Gauntlet was chased by a ship thought to be a pirate but easily outsailed the pursuer. Later in England the Gauntlet was given the Royal Yacht Pennant (Whip) to fly as she had no equal there as a sailer.

The launching of the ARABELLA TARBET at Hr. Grace on January 2, 1850, is recorded as a red-letter day in the history of the town. Kearney built this ship for Punton & Munn, a great mercantile firm in Hr. Grace in the 19th century. An observer at the event said that the Tarbet was without doubt the most beautiful ship ever built in the colony. The whole town was present together with many people from other communities. Flags flew and the band of the Hr. Grace Temperance Society supplied the music for the historic event. Kearney carried out last minute inspection, found everything okay and gave the sign to Mr. John Munn to go ahead with the christening. Name of the new ship had been selected in honor of the wife of Mr. William Tarbet of Liverpool, England, with whom the

Hr. Grace firm did business. Dimensions of the Arabella Tarbet were: Length on deck 102 feet; breadth amidships 23'3"; depth of hold 13'; tonnage 183. She was brig-rigged and copper fastened and carried a beautiful full-length figure head carved by Robertson of Liverpool.

An incident in the Michael Kearney story concerns the brigantine seal-hunter WALRUS, owned by Dwyers of Carbonear. Driven ashore on Carbonear beach she was blocked up and repaired by Kearney and then launched broadside on a spring tide.

His ingenuity, it is said, knew no bounds. An example of this occurred in the Hr. Grace lighthouse. It had been shifted 58 feet by a landslide in September 1864. Kearney either restored it to its original position or placed it on another suitable site, a remarkable feat in either case.

The famous cable ship the GREAT EASTERN was launched at Millwall-on-the-Thames on January 31, 1858. She was five times larger than any other ship of that time. The launching had been scheduled to take place three months before January 31. But all sorts of problems had plagued her and finally all attempts to complete the launching failed. It is here that Michael Kearney comes into the story. In some way the English owners of the ship heard of the Newfoundland shipbuilder. They wrote him asking him to come to England and see what he could do about the problem. Kearney did not go to England. A ship like the Great Eastern would have had the greatest fascination for him and he was undoubtedly familiar with every detail about her and her launching snags. Instead, Kearney wrote a description of the method he would use to launch the ship. Receiving his instructions in England the owners followed them to the letter. Kearney later had a communication from the Grateful Great Eastern owners saying that as a result of his instructions a successful launching had been achieved. In 1866 the ship arrived in Heart's Content in Trinity Bay with the first successful laying of the Atlantic cable, an historic milestone in world communications.

Only a handful of vessels built by Kearney have come down to us by name. Among them was the THOMAS RIDLEY, a barque built at Carbonear for John Rorke & Sons, commissioned by the owner the Hon. John Rorke of that town, a native of Athlone, Ireland. She was named after Rorke's friend Thomas Ridley, also prominent in the mercantile life of Newfoundland with premises in Hr. Grace, and also a native of Ireland. The vessel was launched by Kearney himself in February 1852. Christening was performed by Edwin Early Brown of H.M. Customs at Carbonear. A Kearney launching was always a big event with the usual large

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crowd present together with a Carbonear band. The RIDLEY was built for the sealfishery of very stout and strong construction. Reported at the time to be the largest sealer operating out of Newfoundland waters. She went from Cape St. Francis, Nfld., to Cape Clear, Ireland, in 9 days.

Michael Kearney was a distinguished looking man, an appearance that was enhanced in his later years by a thick thatch of silky white hair, kindly eyes twinkling in a face that retained a certain softness despite constant exposure to wind and weather. His personality and shipbuilding genius made such an impression on the times in which he lived that his ingenuity and exploits became the substance of tales told and retold.

A notable example was the launching of the 152-ton brig IDA on January 30, 1855. Her launching took place from Bennett's shipyard situated on the site of the present General Post Office on Water Street, then known as the Lower Path. The vessel had been commissioned by the Hon. Charles Fox Bennett, of C.F. Bennett & Co., prominent St. John's merchants. To launch the Ida into the St. John's harbour it was necessary for the ship to cross Water Street and then pass through a brickwork archway. Mr. Bennett feared that the vessel would scrape her sides as she went through. While a great throng of spectators watched, 5,000 it is said, Kearney drove a nail into the side-wall of the archway. He then took out his gold watch and hung it on the nail. The Ida squeezed through with hardly an inch to spare to the resounding cheers from the crowd.

The Ida turned out to be the fastest sailing vessel of her class sailing out of London in the late 1850s. Under Capt. Jeremiah Callahan she made the round trip from St. John's to Bristol, England, and back again in 26 days, a feat said to be unmatched by any other vessel.

However, it is generally conceded that Kearney's masterpiece was the clipper barque ROTHESAY built for Punton & Munn in Hr. Grace in 1851, 313 tons. This period was the heyday of shipbuilding in Newfoundland. In addition to Kearney there were a number of other outstanding ship designers. Foremost of these were the Newhook brothers, Jonas and Robert, of New Harbour in Trinity Bay. There was much speculation as to which -- Kearney or the Newhooks -- built the finest vessels, particularly with regard to speed. At one time this rivalry centred on two vessels, Kearney's Rothesay and Newhook's Tasso.

All the ships built by those shipbuilders plied the ocean-going trade for their owners and they seldom met in one place in which a race could be arranged. In 1856 the Rothesay and the Tasso met in Demarara, West Indies. The Tasso was owned by Stabb, Rowe & Holmwood of St. John's. Both ships discharged their cargoes and took on a load of sugar, Capt. Taylor in the Rothesay and Capt. Goldsworthy in the Tasso. A race back to Newfoundland was agreed on. The captains bet 10 pounds (about

\$50.00) each. The seamen on both vessels also made bets, also others. The Tasso was bound for St. John's, the Rothesay for Hr. Grace, so it was decided that the finish line would be Cape Spear, a point both vessels would have to pass to reach their home ports. In July 1856 both vessels took off at 3 p.m. and were soon out of sight of each other. In 10 days they were on the Newfoundland Banks, still out of sight of each other. On the 14th day out from Demarara the Tasso in a slight mist made out the light at Cape Race. Suddenly the mist dispersed and there on the Tasso's bow was the Rothesay. However, Kearney's Rothesay was in the best position to take advantage of the prevailing winds and passed Cape Spear with a comfortable lead, the winner. She was never beaten after that.

Kearney made a miniature model of the Rothesay and this was selected by Sir William Whiteway and committee for the Newfoundland Exhibition at the opening of the famous Crystal Palace in London 1851. This model was afterwards placed in the Kensington Museum in London. It was mounted specially by Kearney in silver and gold mined, it was said, in Newfoundland.

The Rothesay under Capt. Taylor ran ashore in a blizzard in Western Bay, C.B. Refloated, she was towed to Hr. Grace, barque-rigged. At Munn's wharf she was given a new keel. After repairs her name was changed to Terra Nova. Under Capt. John Kehoe she was lost at Indian Tickle, Labrador, during the great gale of October 9, 1867.

Shortly after the famous race the Tasso was lost in a December gale off Sandy Hook, New York, with the loss of four of her crew. The captain and the rest of the crew were saved by a rocket line, the first trial of this marine device on the American coast.

A sensation in St. John's in April 1858 was Kearney's ingenuity in the raising of the sunken tug DAUNTLESS lying almost 40 feet on the bottom of the Southside entrance of the Narrows. The Dauntless was a steam tug that worked out of St. John's. On the morning of the 1st of April, 1858, she moved away from the wharf of McBride & Kerr, St. John's merchants, with that firm's brig SPRAY in tow. The tow to about a mile outside the Narrows went off satisfactorily, although a heavy sea was pitching across and into the Narrows, and the tug headed back for the harbour. The tug made too much leeway in the heavy sea and crashed into Cahill's Rock on the Southside of the Narrows. Holed badly she sunk shortly after, all on board removed to other boats before the sinking. The tug's owner, the firm of David Steele, gave up the Dauntless for a total loss. A few days later C.F. Fennett & Co bought the sunken wreck for \$1,320.00. It was an ambitious job to try and salvage the harbour boat with the primitive methods of those days. However, Bennett had Michael Kearney in mind for the job. First, Kearney commissioned two of Bennett's largest foreign-going vessels, the SUPERIOR and another brig. Approximately the same size, Kearney placed two large spars across both ships. The ends of one spar fastened with

chains and ropes to the foot of the foremast, and the ends of the other to the mainmast of each vessel. The two brigs were now securely fastened, leaving a wide space between them large enough for the tug. The vessels were then manoeuvred into position over the sunken tug, one on either side. Kearney then sent down a diver fore-and-aft to "sweep her," that is, to place heavy chains beneath the tug's hull, one at the bow and the other towards the stern, an operation in those days called "frapping," the chains so used were called "frapes." The ends of these chains were next securely fastened to the brigs on the surface above the sunken hull at low tide, after Kearney had filled the brigs with water causing them to settle lower in the sea. When this operation was finished the two brigs were pumped out gradually just as the tide began to rise. The two brigs rose with the tide and as they did so the chains tightened under the sunken Dauntless and the wreck came a few feet clear of the bottom. This operation was repeated with each tide and eventually the tug emerged to the surface. Towed to Mudges shipyard Kearney made the necessary repairs and the Dauntless, thanks to his ingenuity, lived to operate many further days in Bennett's service. She was a paddle-wheel steam tug built at Swansea, England, and had come out to Steele's about eight months before. She was lost at Dildo, T.B. September 1877. John Power, "the poet of Pokem Path," probably the pioneer of Newfoundland balladeers, along with Johnny Burke, Jimmy Murphy and others, celebrated the Dauntless raising with a poem of which the following is the beginning

'Twas on the first of April in the middle of the day,
The Dauntless went down the harbour
To tow our McBride's Spray.

She towed her to the Southern Head
And quickly cast her off, and on her way returning
She struck on Cahill's Rock.

She struck on Cahill's Rock, me boys
And tore away her keel, And down went old Dauntless
That belonged to Davy Steele.

Mearns he was the captain, Dick Roche was second hand,
And all the rest of her jolly crew
Belonged to Newfoundland.

And as I went down on the wharf
It was to my surprise
To see the gallant Davy Steele
With tears all in his eyes.

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Michael Kearney died on March 4, 1885, in St. John's. He was working on the SHAMROCK at the time. It is said that Richard Horwood finished the vessel and was known from then on as "Kearney" Horwood, a name he bore proudly.

This account of Michael Kearney's career notes that he had two brothers, Capt. Richard and Capt. John Kearney. They were among the foremost of Newfoundland's master mariners. Capt. Richard was drowned when his brig "Michael Anthony Fleming," mentioned earlier, was lost with all hands in the 1860's.

THE END

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Misc. others