

William Milner, Preventive Officer

Background

Based on his 1888 Wigan burial record and various census returns, my 3rd great-grandfather, Thomas Milner, was born in about 1818; no baptism record can be found for him. He married Margaret Molyneux at St Peter's Church, Bolton le Moors, on February 11th 1844. The marriage document states that William, Thomas's father, was a 'sea coastguard' (record from Ancestry).

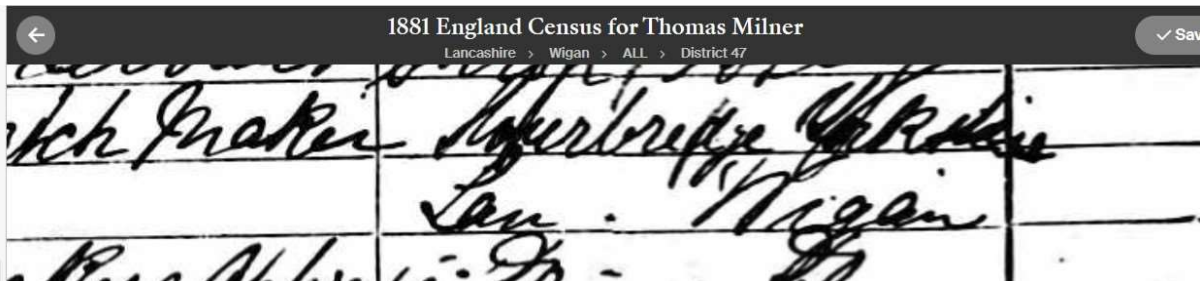
1844. Marriage solemnized at *the Parish Church* in the *Parish* of *Bolton le Moors* in the County of *Lancaster*

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
174	<i>11th</i> <i>February</i> <i>1844</i>	<i>Thomas Milner</i>	<i>free</i>	<i>Bachelor</i>	<i>Watch</i> <i>Maker</i>	<i>Great Bolton</i>	<i>William Milner</i>	<i>Sea coast</i> <i>Guard</i>
		<i>Margaret Molyneux</i>	<i>free</i>	<i>Spinster</i>		<i>Great Bolton</i>	<i>Zachariah Molyneux</i>	<i>Shop</i> <i>keeper</i>

Married in the *Parish Church* according to the Rites and Ceremonies of the Established Church, *afforded* by me,
J. H. Galbraith

This Marriage was solemnized between us, *Thos. Milner* in the Presence of us, *James L. Galt*
Margaret Molyneux *James Lightfoot*

Thomas's census records almost exclusively say he was born in Great Grimsby, Lincolnshire; the below screenshot, from 1881, shows the only exception and appears to say (comparing the first letter to others on the page) 'Sourbridge, Yorkshire' (William may - according to recent research - have been born in Brighouse and Sowerby Bridge, a nearby village, is 7 miles away).



I searched for a William Milner in the Grimsby area (it appears that 'Great Grimsby' and 'Grimsby' are the same place and the names are interchangeable).

William Milner, a bachelor, married Mary Newby, a spinster, at St James' Church, Great Grimsby, on February 17th 1817 (record from FMP).

MARRIAGES solemnized in the Parish of Great Grimsby
in the County of Lincolnshire in the Year 187

William Milner of this Parish
Bachelor
and Mary Newby of this Parish
Spinster
were married in this Church by Canon with Consent of
February this seventeenth Day of
in the Year One thousand eight hundred and seventeen
By me Geo. Oliver Curate

This Marriage was solemnized between us { William Milner
Mary Newby her Wife

In the Prefence of { Sam. Newby
Mary Newby

No. 79.

Looking further back at records for that church, I found an 'England, Select births and christenings' record for William Milner, the son of William and Mary Milner, who was baptised there on November 16th 1794.

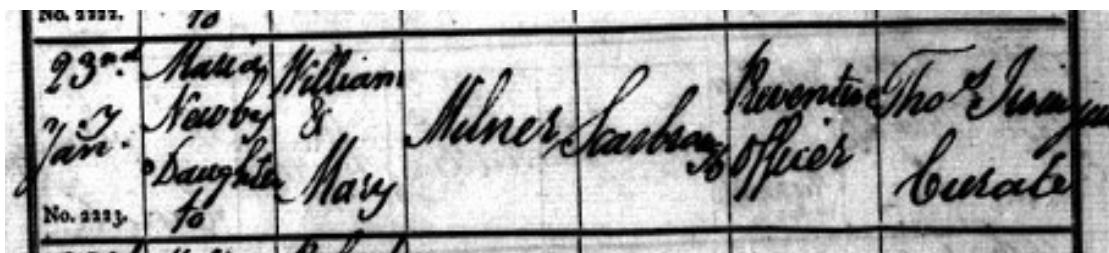
It seemed likely that both baptism and marriage records related to Thomas's father. However, the trail ran cold at that point.

Thomas Milner's Wigan 1841 census return says he was a clock and watchmaker and was born in Lincolnshire (Grimsby is in Lincolnshire). Living at the same address and also born in Lincolnshire, was a 15 year-old female servant called Maria Milner and I considered they might be related (1841 census for Wigan from Ancestry).

do	1	George Esplin	20	Watch maker	4	1
		Elizabeth Barton	50			Yorkshire
		Thomas Milner	20	Watch maker		Lincolnshire
		Maria Milner	15	Wife		do
		Jane Milward	30	Milliner	4	
do	1	Robert Haselden	35	Grocer	4	
			20			

A search for her baptism in Great Grimsby produced no results, but when I widened the search, I

found the following for St Mary's Church, Scarborough: Maria Newby Milner, daughter of William - a preventive officer - and Mary Milner, baptised January 23rd 1824 (record from FMP).



I had never heard the term 'preventive officer', but a little research told me they were - like coastguards - involved in customs and excise. That on its own would not have been enough proof, but the addition of Newby - her mother's maiden name - as her middle name clinched it for me.

Another search of the Scarborough records produced Christiana Milner, daughter of William - a preventive officer - and Mary Milner, who was baptised on April 19th 1826.

First name(s)	Christiana	County	Yorkshire (North Riding)
Last name	Milner	Country	England
Birth year	-	Archive	East Riding Archives & Local Studies Service
Baptism year	1826	Archive reference	PE 165/4
Baptism date	19 Apr 1826	Page	36
Baptism place	Scarborough, St Mary	Record set	Yorkshire Baptisms
Denomination	Anglican	Category	Birth, Marriage, Death & Parish Records
Father's first name(s)	William	Subcategory	Parish Baptisms
Father's last name	-	Collections from	England, Great Britain
Mother's first name(s)	Mary		



According to her Drogheda, Ireland 1847 marriage record, the father of Mary Anne Milner, a spinster aged 24, was William Milner, who was 'on coast guard duty'; William finished his career in Ireland in 1846 and had been stationed at the Mouth of the Boyne coastguard station, near Drogheda, from 1838 to 1844. From her age, it appears Mary Anne was born in Scarborough in 1823, though no baptism can be found for her there (see the end of this piece for the marriage record and further information).

Further searches were unfruitful. On reading more about the Coastguard Service, I discovered that the personnel were regularly moved from place to place to prevent them becoming 'too familiar' with the locals. On a hunch, I searched for other children with the Christian name Newby, gradually widening the search till it covered the whole of England.

William Newby Milner was baptised at Leiston cum Sizewell on August 9th 1829. His parents were William - a customs house officer - and Mary Milner.

First name(s)	William Newby	Father's first name(s)	William
Last name	Milner	Father's occupation	Custom House Officer
Baptism year	1829	Mother's first name(s)	Mary
Baptism date	09 Aug 1829	Residence	Sizewell
Description	St Margaret with Sizewell	Entry number	421
Place	Leiston, St Margaret with Sizewell	Record set	Suffolk Baptism Index 1538-1911
County	Suffolk	Category	Birth, Marriage, Death & Parish Records
Country	England	Subcategory	Parish Baptisms
Relationship	Son	Collections from	Great Britain, England

Samuel Newby Milner was baptised at Leiston cum Sizewell on June 26th 1831. His parents were William - of the preventive service - and Mary Milner. These children were clearly the siblings of Maria Newby, Christiana, and Thomas Milner (records from FMP).

First name(s)	Samuel Newby	Father's occupation	Preventive Service
Last name	Milner	Mother's first name(s)	Mary
Baptism year	1831	Residence	Leiston
Baptism date	26 Jun 1831	Notes	[entered as MINTER]
Description	St Margaret with Sizewell	Entry number	474
Place	Leiston, St Margaret with Sizewell	Record set	Suffolk Baptism Index 1538-1911
County	Suffolk	Category	Birth, Marriage, Death & Parish Records
Country	England	Subcategory	Parish Baptisms
Relationship	Son	Collections from	Great Britain, England
Father's first name(s)	William		

© Suffolk Family History Society

I had previously searched the National Archive for coastguard records and it had been clear that

only the indexes were online and that a visit to Kew would be necessary to view the actual records. Despite this, I tried again and found that - mainly, it seems, because of the threat of Covid - they were dissuading visitors and making more records freely available online. It transpired that coastguards records were amongst those that could now be viewed remotely at the following catalogue location.

Catalogue description

Admiralty, predecessors and successors: Coastguard and predecessors: Records of Service

Search within or [browse](#) this series to find specific records of interest.

Keyword search

Date range

From (yyyy): To (yyyy):

Reference: ADM 175

Title: Admiralty, predecessors and successors: Coastguard and predecessors: Records of Service

Help with your research

[How to use this catalogue](#)

How to look for...

[Coastguard officers](#)

[Free online records: digital microfilm](#)

I dived in and started scrolling through the microfiches and eventually found the preventive station at Scarborough (National Archives ADM 175/1_3). William's name was on it and so was his 'nomination date', but there was neither the place nor date of his removal recorded. I scrolled again, this time looking for Sizewell records for around 1830. I found him there, at Sizewell Gap Preventive Station, and this time it said where he had come from and to where he was going next. I followed the trail back and forth in time and produced the following information about William Milner and his family's journey around England and Ireland.

A brief history of the Coastguards

The Preventive Waterguard was instituted in 1809 under three inspecting commanders. In 1816 the Preventive Waterguard passed to the direct control of the Treasury. It was then considerably altered and extended, becoming the principal force for protection of the revenue on the coast. In 1817 and 1818 the preventive waterguard was withdrawn from Kent and Sussex coasts and replaced there by the Coast Blockade under the Admiralty. By Treasury minute of 15 January 1822 the Comptroller-General of the Preventive Waterguard and his staff, and the Admiralty and Excise revenue cruisers, were transferred to the Board of Customs. The Preventive Waterguard, renamed the Coastguard in 1822, was thereafter extended to the whole of the United Kingdom.

The establishment for the prevention of smuggling thereafter consisted of the revenue cruisers, the Coastguard at the several stations along the coast, and the riding officers or land guard, all under the orders and superintendence of the Controller-General of the Coastguard, who operated from a

Coastguard Office at headquarters.

In 1856 superintendence of the Controller-General of the Coastguard was transferred from the Board of Customs to the Admiralty. In 1869 the office of Controller-General was abolished, control of the Coastguard passing to chief of the staff and then in 1874 to the admiral superintendent of Naval Reserves (from 1903 admiral commanding Coastguard and Reserves), both of whom were responsible to the First Sea Lord. In April 1923 control of the Coastguard Service passed to the Mercantile Marine Department of the Board of Trade.

The Preventive Waterguard, which had been founded under the Board of Customs in 1809, was transferred in 1816 to the immediate supervision of the Treasury, executive control being vested in a comptroller general. A separate comptroller general and his staff were transferred to the Board of customs, under which the preventive waterguard was soon renamed the Coastguard.

(Courtesy of the National Archive)

William Milner's 'nomination record'.

Nomination records give information of a recruit's induction into the service. The coastguard records cover 2 facing pages. It can be seen from the below screenshot that the records for January 1821 are found at The National Archives reference ADM 175/74. I will refer to this document as ADM 175/74_1 to show it can be found in the 1st of the 4 available downloads for that reference number; I have used the same system for all the National Archive sources quoted here. William's record is highlighted in yellow.

Date of Order for Nomination.	No.	Date of Nomination.	NAME.	Place Nominated from.	To whom sent for first Examination.	Rank Nominated for.	To what Station Nominated.
26 Jan 1821	589	26 Jan 1821	Edw Jones	Royal Cove		Chief of	St Lawrence Is
11 th	590	26 th	Thos Cluillard	Ord ^r Roseau	to Fort St John's	Master	Spain
11 th	591	26 th	Ben Lambell	Plymouth	D ^o	D ^o	Pricham
11 th	592	26 th	Wm Cairns	Wickham	D ^o	D ^o	Rose Cove
11 th	593	26 th	John Rowland	Lyme Cobb	Capt Gamble	D ^o	Beer
11 th	594	26 th	Thomas Laws	Wickham	Chungamp	D ^o	Worcester
11 th	595	26 th	William Robin	New Quay	to Capt Austin	D ^o	Bye-cove
11 th	596	26 th	Sam Edgingham	Lyme	Capt Gledhill	D ^o	Smiths Cove
26 th	597	26 th	Gen. Cuthbert	Canterbury	to Capt Gledhill	D ^o	St George
26 th	598	27 th	Thos Rait	Wickham	to Capt Gledhill	D ^o	St George
11 th	599	27 th	Joseph Thomas	Wickham	to Capt Gledhill	D ^o	St George
26 th	600	27 th	James Ashburn	Wickham	to Capt Gledhill	D ^o	St George
26 th	601	27 th	James Roche	Wickham	to Capt Gledhill	D ^o	St George
11 th	602	27 th	Wm Jones	Wickham	to Capt Gledhill	D ^o	St George
19 th	603	29 th	William Melton	Grimsby	Capt Pridham	D ^o	St George
20 th	604	29 th	William Melton	Grimsby	Capt Pridham	D ^o	St George
21 st	605	29 th	John Harris	Wickham	to Capt Gledhill	D ^o	St George
26 th	606	29 th	John Harris	Wickham	to Capt Gledhill	D ^o	St George
26 th	607	29 th	Wm Harris	Wickham	to Capt Gledhill	D ^o	St George
26 th	608	29 th	Wm Harris	Wickham	to Capt Gledhill	D ^o	St George
11 th	609	29 th	Wm Harris	Wickham	to Capt Gledhill	D ^o	St George

The date of William's 'Order for nomination' was January 19th 1821 (see below for close-up). His record is number 603. He was nominated from Grimsby on the January 29th and sent to Capt. Pridham, Grimsby, for examination. From the above screenshot, it can be seen he was nominated as a 'boatman' This left-hand page, cropped for the purposes of space and clarity, is below.

Date of Order for Nomination.	No.	Date of Nomination.	NAME.	Place Nominated from.	To whom sent for first Examination.	Rank Nominated for.	To what Station Nominated.
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19 th	603	29 th	William Melton	Grimsby	Capt Pridham	D ^o	St George
20 th	604	29 th	William Melton	Grimsby	Capt Pridham	D ^o	St George
21 st	605	29 th	John Harris	Wickham	to Capt Gledhill	D ^o	St George

William was nominated for the station at Robin Hood's Bay, which is in North Yorkshire on the east coast of England and about 63 miles north of Grimsby as the crow flies. He filled the vacancy of William Simpson who had been removed from that station (the records for Scarborough Preventive Station, shown later, confirm this). The rest of William's record's details are rather pedantic, but I will write them out, as the headings are rather difficult to read, even on the original. His 'First examination by inspecting commander' was on 14th Feb '21. The date of the 'Report of qualification from inspecting commander' was 6th Mar '21. The 'Date of letter to treasury with report of examination' was 19th Mar '21. The 'Date of treasury letter confirming or discharging' is given as 5th April '21, while the 'Date of travellg certificate' was 19th Feb 21. These dates are all clearly after January 29th, which is given as William's 'Date of nomination or removal' on the Robin Hood's Bay sheet and it may be that he actually arrived there later. The right-hand page of William's nomination record is below (his record is the 1st of the 2 shown).

To what Station Nominated.	Into what Vacancy.	Whether confirmed or discharged.	Date of nomination by inspecting commander	Date of qualification letter to inspecting commander	Date of letter to treasury with report of examination	Date of treasury letter confirming or discharging	Date of Travellg Certificate	Date of Report of Qualification
Robin Hood's Bay	to Simpson R.		14 Feb '21	6 March '21	19 March '21	5 April '21	19 Feb '21	
Burdleigh Station	G. Barnes R.	Discharged not qualified & reported to Treasury						8 Feb 1891

It is known that many coastguards at that time had previously served in the Navy, experience that stood them in good stead, but I have so far been unable to find records that suggest William had done so. The National Archives point to Ancestry for ratings' records, though admits that before 1853 such records are patchy. Searches of the 1802 to 1913 section of records for a William Milner born in about 1794 produced nothing. A further search for a William Milner born in any year also produced no results. Unbelievably (as Milner is not an uncommon name), a search for simply 'Milner' produced just 3 names. However, thee records may only contain seamen with over 20 years' service, as these were the only ones who received a pension (see note in bottom left-hand corner of the below screenshot). It could be that if William did serve in the Royal Navy before becoming a coastguard then no record of that fact has survived.

All UK, Naval Officer and Rating Service Records, 1802-1919 results for Milner

Your search

milner

Apply

▼ All Categories

- > Military
- > Draft, Enlistment and Service

UK, Naval Officer and Rating Service Records, 1802-1919

British officers and ratings (noncommissioned seamen) in the Royal Navy were awarded pensions after 20 years' service. You'll find records of that service in this collection.

Results 1-3 of 3

View Record	Name	Birth Year	First Service Date	First Ship Served On	View Images
<p>⚠ Note: To get better results, add more information such as First Name, Birth Info, Death Info or Location-- even a guess will help. Edit your search or learn more.</p>					
View Record	George Milner		11 Jan 1856	Bellisle	
View Record	Thomas Milner		20 Jun 1814	Longboat	
View Record	George T Malner	abt 1834	7 Nov 1853	Princess Royal	

1-3 of 3

Per page 50 ▼

Keyboard shortcuts

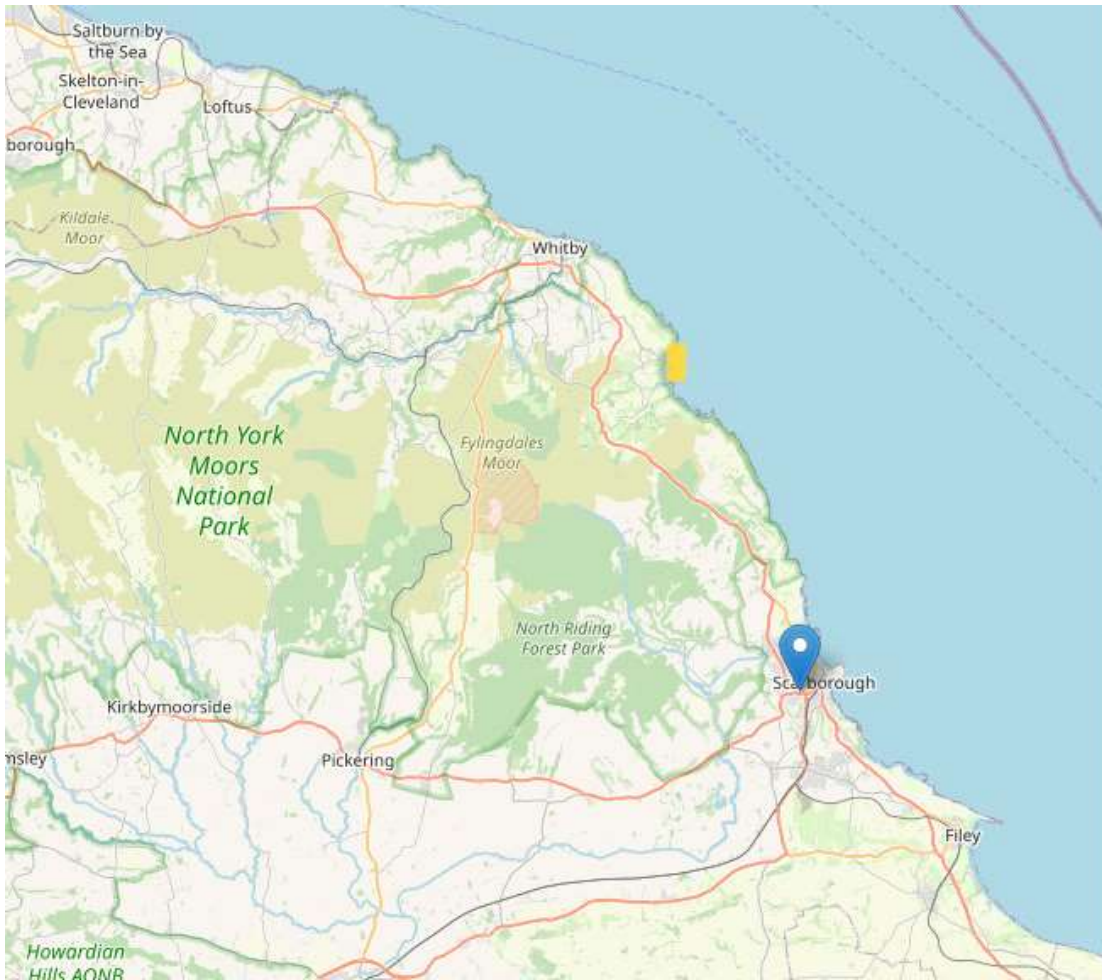
New
 Refine
 Preview record
 Next result
 Previous result

I have considered the possibility that William - having (perhaps) hailed from Great Grimsby - had been a fisherman, another possible source of relevant experience, but I am unlikely to be able to follow up on that hunch. William was about 26 when he signed up and what is clear is that he did something up to his entry into the coastguards and it is felt likely to have been relevant to his future career.

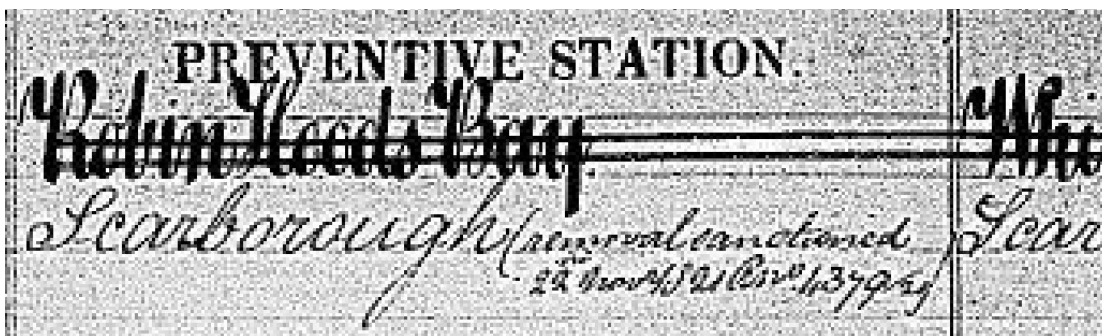
Posting 1

Robin Hood's Bay: January 21st 1821 to November 22nd 1821

As stated earlier, Robin Hood's Bay (marked in yellow) is on the North Yorkshire Coast, about 65 miles north of Grimsby, where the above nomination record and the below Robin Hood's Bay/Scarborough coastguard record states William Milner was 'nominated'. Scarborough is some 14 miles to the south of Robin Hood's Bay; Whitby is about 6 miles to the north, while Filey is 21 miles to the south.



The removal of the preventative station number 123 at Robin Hood's Bay, said to be under the port of Whitby, appears to have been sanctioned on November 22nd 1821 by order 4379/20 (see close-up, below).



It can perhaps be assumed the station at Scarborough began operating on that day or the very next day. From the given dates and from the above nomination record, it can perhaps again also be assumed that William was stationed at Robin Hood's Bay before the station was removed to Scarborough. It could be that the staff were moved en masse; Robin Hood's Bay station continued

to operate in some form, as records at the bottom of this section show.

123		PREVENTIVE STATION: <i>William Milner</i>		PORT: <i>Scarborough</i>		ESTABLISHMENT: <i>Scaldis</i>			
<i>at Scarborough</i>		<i>28 and 29th 1821</i>		<i>Scarborough</i>		JUL Chief Officer.		JUL Comm. Boatman.	
						JUL Chief Boatman.		JUL Boatman.	
Date of Order for Nomination.	Date of Letter of Nomination, or Removal.	From whence Nominated, or Name of the Station removed from.	NAME.	QUALITY.	D. D. D. Removed or Absc.	Date of Letter directing Discharge or Removal, or Time D. D. or Absconded, &c.	Cause of Discharge or Removal.	Previous Station assigned to.	

The station was staffed by 8 men: 1 chief officer, 1 chief boatman, 2 comd. boatmen, and 4 boatmen. William Milner is listed as a 'prob boatman' - perhaps short for 'probable' or 'probationary', which would suggest this was indeed his 1st posting and that he is yet to be assessed and given a permanent role. His 'date of order of nomination' was January 21st 1821 and the 'date of his letter of nomination' was January 29th of the same year, both of which confirm the dates on his nomination record. In the column labelled 'From whence nominated or name of the station removed from' is written Grimsby. In an unnamed column is written 'W Simpson R' which confirms that William was replacing W Simpson who has been removed (rather than deceased, discharged or absconded).

123

PREVENTIVE STATION: <i>Robin Hood Bay</i> <i>at Scarborough</i>		PORT: <i>Whitby</i> <i>Scarborough</i>		ESTABLISHMENT		Total			
				For Chief Officer.		For Chief Boatman.		For Crew Boatman.	
				For Chief Boatman.		For Boatman.			
Date of Order for Nomination.	Date of Letter of Nomination, or Removal.	From whence Nominated, or Name of the Station removed from.	NAME.	QUALITY.	D. D.D. Referred or Absent.	Date of Letter Receding Discharge or Re-employment, or Time D.D. or Absented, &c.	Cause of Discharge or Re-employment.	Preventive Station removed to.	
	10 January 1850	Scarborough	Adam Reed	Chief Officer	R	13 Dec 1851	Widened on 1851	Scarborough	✓
	18 January 1851	"	John Pigg	Boatman	✓				
	18 January 1851	"	Joseph Bolt	Chief Boatman	R	23 Feb 1851		London	(S)
	18 August 1851	St. Andrews	John Pigg	Chief Boatman					✓
	"	St. Andrews	William Marshall	Boatman	D		Widened on 1851	1851	✓
	"	St. Andrews	William Clark	Boatman	R	14 Dec 1851	Widened	London	✓
	10 May 1851	St. Andrews	Liddle Lighter	Chief Boatman					✓
	"	"	William Simpson	Boatman	R	13 Dec 1851	Widened	London	✓
	1 July 1850	London	Thomas Lewis	Chief Boatman	R	13 Feb 1851	Widened	London	✓
	5 July " "	Scarborough	Charles Pigg	Chief Boatman					✓
	15 January 1851	St. Andrews	Thomas Legman	Chief Officer					✓
	14 January 1851	St. Andrews	William Palmer	Chief Boatman					✓
	12 January 1851	St. Andrews	Jonathan Turner	Chief Boatman					✓
	10 July 1851	St. Andrews	James Baskett	Chief Boatman					✓



The headland at Ravenscar from Boggle Hole near Robin Hood's Bay on the Yorkshire Coast | © National Trust Images/Joe Cornish

The Old Coastguard Station, Robin Hood's Bay, is now a visitors' centre and cafe.



No. 2 Coastguard Cottages is currently a holiday let, whose webpage says it 'is one of the old coastguard cottages which tower above the old village of Robin Hood's Bay, overlooking the sea and Ravenscar'. It is not known if these buildings were standing in 1821 when William was stationed here.



Smuggling in Robin Hood's Bay - from Wikipedia

The village, which consists of a maze of tiny streets, has a tradition of smuggling, and there is reputed to be a network of subterranean passageways linking the houses. During the late 18th century smuggling was rife on the Yorkshire coast. Vessels from the continent brought contraband which was distributed by contacts on land and the operations were financed by syndicates who made profits without the risks taken by the seamen and the villagers. Tea, gin, rum, brandy and tobacco were among the contraband smuggled into Yorkshire from the Netherlands and France to avoid the duty.

In 1773 two excise cutters, the Mermaid and the Eagle, were outgunned and chased out of the bay by three smuggling vessels, a schooner and two shallops. A pitched battle between smugglers and excise men took place in the dock over 200 casks of brandy and geneva (gin) and 15 bags of tea in 1779.

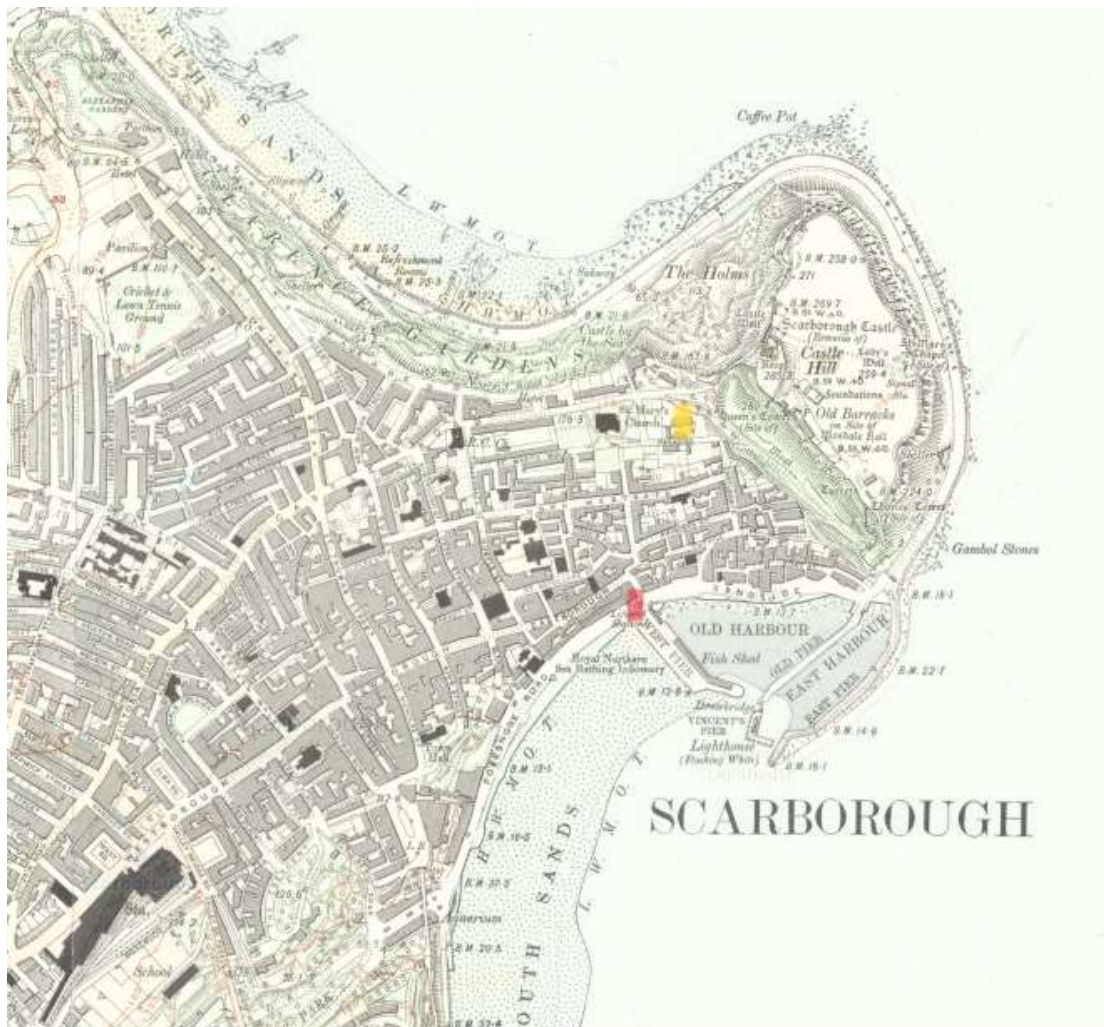
https://en.wikipedia.org/wiki/Robin_Hood%27s_Bay

Posting 2

Scarborough November 22nd 1821 to October 2nd 1826

The above preventive station record for Robin Hood's Bay states that the station's transfer to Scarborough was sanctioned on November 22nd 1821; it is assumed that William - along with all of his cohort - was transferred to Scarborough on or around that date.

The position of 'Coastguard Cottages' is marked by a yellow dot on the following OS map, dated 1888-1913 (courtesy of Archiuk) and, if these were standing in the early 1800's, it seems likely that William and his family lived in one of them. It is currently thought the Customs House was the building where Winking Willy's Restaurant is today (see further below); there is to this day a lifeboat station in South Bay (marked by a red dot) and their boats may well have been kept in that area.



No removal details for William are given (see above Robin Hood's Bay sheet) and so I worked backwards from Sizewell Gap coastguard records to discover where William was removed to (see 'Background' for how I stumbled upon the Sizewell Gap connection).

Even after viewing his nomination record, the reference to Grimsby raised the possibility that

William had previously been stationed there. The record below states that the Grimsby station was 'withdrawn by port board's orders on Septmber 14th 1822'. No mention of William can be found in the Grimsby records, nor in the records for Tetney Haven, which fell under the auspices of the Port of Grimsby (record not shown).

127

PREVENTIVE STATION.		PORT.		ESTABLISHMENT.			Total \$	
<i>Grimsby</i>		<i>Grimsby</i>		No. Chief Officer.	No. Chief Boatmen.	No. Corns. Boatmen.	Intending to be removed to other ports.	
<i>withdrawing port board's order of Sept 14 1822. No 2524</i>				No. Chief Boatmen.	No. Boatmen.		Intending to be removed to other ports.	
Date of Order for Nomination.	Date of Letter of Nomination, or Removal.	From whence Nominated, or Name of the Station removed from.	NAME.	QUALITY.	D. D.D. Removed or Absent.	Date of Letter directing Discharge or Re-assignment, or Time D.D. or Absconded, &c.	Cause of Discharge or Removal.	Preventive Station removed to.
3 June 1820	19 June 1820	St. Andrew's	George Agnes	Chief Officer	R	1 October 1822	Station withdrawn	St. Andrew's
	16 June 1820	St. Andrew's	James Melby	Chief Boatman	R	24 Sept 1822	Station withdrawn	Tide Mill
				Chief Boatman				
27 May 1820	17 June 1820	Walthamstow	Henry Lockwood	Chief Boatman	R	21 Oct 1822		St. Andrew's
29 May "	17 June "	Walthamstow	Robert Ellington	Chief Boatman	R	20 Oct 1822	Removal by order of the Board	St. Andrew's
27 June "	29 August 1820	Walthamstow	Moses Murray	Chief Boatman	R	24 Sept 1822	Station withdrawn	Tide Mill
	20 January 1821	St. Andrew's	Thomas Linstead	Boatman	R	20 Jan 1822	Removal by order of the Board	St. Andrew's
	20 September 1821	St. Andrew's	Samuel Bridge	Chief Boatman	R	21 Sept 1822	Station withdrawn	Tide Mill
10 December 1821	18 January 1822	St. Andrew's	Henry Wilson	Chief Boatman	D	10 March 1822	Non-appearance	
7 February 1822	9 February "	St. Andrew's	John Austin	Chief Boatman	R			St. Andrew's
1 October 1822	10 February "	St. Andrew's	James Blimpitt	Chief Boatman	R	24 Sept 1822	Station withdrawn	Tide Mill
19 December 1822	10 April "	London	Benjamin Hicks	Chief Boatman	R			St. Andrew's

The above records are courtesy of The National Archives, reference ADM 175/1_3

A later record for Scarborough, which appears to cover the period from 1821 to 1831, does not have William in the list of men, yet his name appears alongside that of Anon Atkins, who arrived at Scarborough on January 18th 1827 and appears to have filled the vacancy left by William's departure, though William's name has then been struck through for some reason. There is no other mention of him on the page.

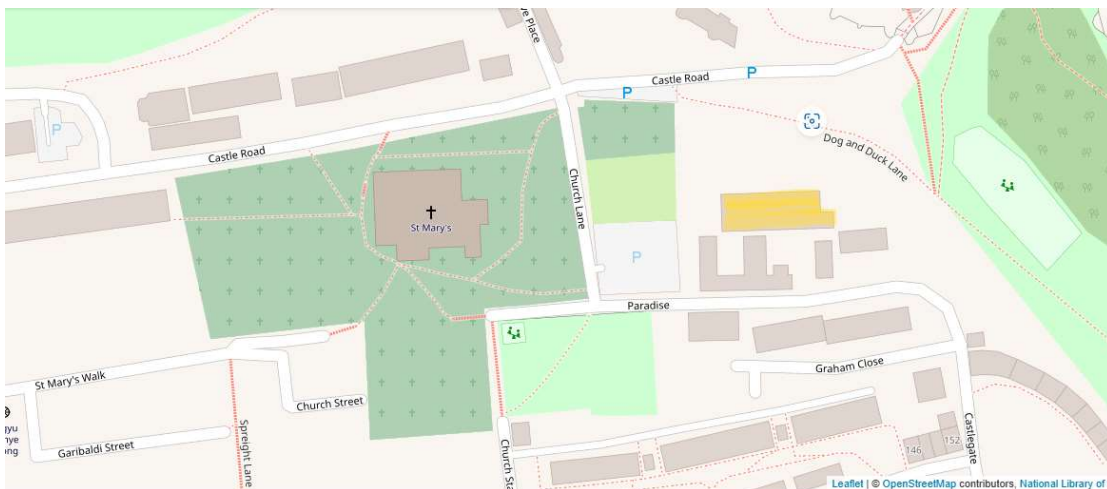
STATION		PORT		ESTABLISHMENT		TOTAL	139 264 Authority or Establishment &c.				
Scarborough		Scarborough		1 Chief Officer		2 Const. Boatmen					
				1 Chief Boatman		4 Boatmen					
Date of Order for Requisition	Date of Letter of Appointment or Discharge	From where Requisitioned or Name of the Service from which	Reference Number	NAME	QUALITY	To what Vessel appointed at this Station	In D. U. Employed or Absent	Date of Letter of Appointment or Discharge, or Transfer, or D. U. or Absent &c.	Reference Number	Cost of Discharge or Re-employment	Remarks
5 May 21	25 Aug 21	Leith	2175	Barrow, Thos	Chief Officer	at Leith		25 Aug 21	1480/21		at Leith
8 Aug 21	R. D. Tomlin			Trotter, John	Chief Boatman						
12 Mar 21	22 Mar 21	Marwick	2728	Tanner, Sen	Chief Boatman	at Marwick		22 Mar 21	10985		at Marwick
12 Apr 21	Croft River	2728		Harman, Thos	Chief Boatman	at Croft River		12 Apr 21	10985		at Croft River
				Murphy, John	Chief Boatman	at Croft River		12 Apr 21	10985		at Croft River
9 June 21	1 July	2727		Barrow, Thos	Chief Boatman	at Leith		1 July	10985		at Leith
29 July 21	Flamborough	2727		Hairbank, Wm	Chief Boatman	at Flamborough		29 July 21	10985		at Flamborough
11 Nov 21	Redheugh	2727		Atkins, Ann	Chief Boatman	at Redheugh		11 Nov 21	10985		at Redheugh
2 Sept 21	Minnard	2727		Davis, Geo	Chief Boatman	at Minnard		2 Sept 21	10985		at Minnard
28 June 21	Whitby	2727		John, Thos	Chief Boatman	at Whitby		28 June 21	10985		at Whitby
20 May 21	McBarnie	2727		White, Arch	Chief Officer	at McBarnie		20 May 21	10985		at McBarnie

The above record is National Archive reference ADM 175/5_4

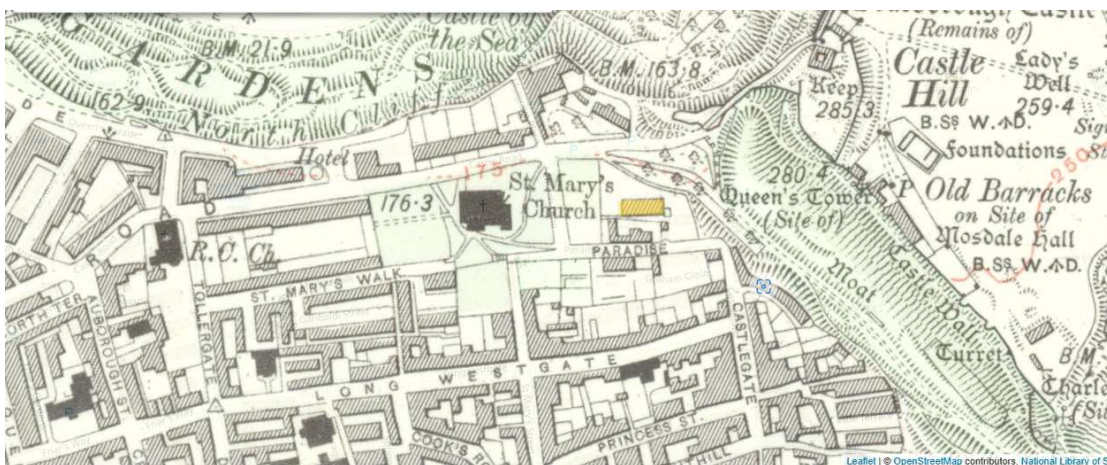
Coastguard Cottages, Scarborough

The 1824 and 1826 baptisms of William and Mary Milner's daughters, Maria Newby and Christiana, record that William was a 'preventive officer'. Next to St Mary's Church in Scarborough (the church in which Maria Newby and Christiana were baptised), there is a row of dwellings named 'Coastguard Cottages' and it initially seemed likely to me that - were the buildings there in the 1820's - William and his wife Mary, plus children Thomas, Maria Newby and Christiana, would probably have lived there. Using Archiuk and the National Library of Scotland, I consulted modern and older Ordnance Survey maps of the area in an effort to ascertain when the cottages were built.

Below is a modern Ordnance Survey map (courtesy of Archiuk) of Scarborough, showing the area around St Mary's Church. Coastguard Cottages are highlighted in yellow. The road called 'Paradise' is directly to the south of the nearby buildings



Compare this with the following Ordnance Survey map courtesy of Archiuk) of the area around St Mary's Church, dated 1888-1913, on which Coastguard Cottages (centre of map, directly to the east of the church) are again marked in yellow:



Below is the Ordnance Survey map (courtesy of NLS) of the area around St Mary's Church, dated 1847-1850. The L (actually a reverse L laid on its side) shaped building south of the highlighted area and adjacent to 'Paradise' (road not named on this map) is clearly the same group of similarly-shaped buildings on the above maps; it does appear that the foot of the L has later been extended northwards and other extensions have been added. The road layout to the north of these buildings is different to how it looks on later maps, but there is a building in an area where Coastguard Cottages stand today (along with 2 smaller structures, possibly outbuildings), which may be Coastguard Cottages.



It seems very possible that Coastguard Cottages were there in 1847 when the above map was made; the buildings may well have been there in the 1820's when William and family were in Scarborough, though may have been extended since that time.

However, a visit to the very helpful Scarborough Library produced the following maps and information which seem to suggest the cottages were built in about 1911 and were certainly not there when William Milner was in Scarborough.

The below map, published in 1852, very clearly shows the church and Paradise (highlighted in yellow). The distinctive buildings on Paradise are there at this date, though the land above them is completely devoid of construction.



SHEET 28
 OSNAWCE SURVEY
 SCALE 1:1056 (3 FEET TO 1 INCH)
 SURVEYED 1849-50
 PUBLISHED 1852

The map below is from 1892 and shows the land to the north of the buildings on Paradise being used as 'allotment gardens'.



An extract from a list of Scarborough streets and houses (again courtesy of Scarborough Library), showing their earliest known dates, gives a date of 1911 for Coastguard Cottages (marked in blue).

<u>STREET/HOUSE NAME</u>	<u>EARLIEST DATE FOUND</u>	<u>DATES & SOURCE WHERE KNOWN</u> (House numbers in brackets)
Church Stairs St	1828	1828 map; 1837 rb
Church Stairs St	1911	
Claremont Cres	1867	
Claremont Lane	1952	
Claremont Terr	1855	Not 1851 census
Clarence Lane (North St)	1892	
Clarence Place (North St)	1848	1848,50 rb
Clarence Place (North St)	1871	1871 census
Clarence Rd	1939	
Clarence St (Castle Rd)	1850	1850 map
Clark St	1923	
Clark's Dwellings (Mill St)	1923	
Clark's Yard (off Princess St)	1892	
Clarkson's Buildings (Longwestgate)	1892	
Clarkson's Yard (Quay St)	1871	
Clay House Yard (South Sands)	1855	
Cleveland Ave	1952	
Cleveland Rd	1899	1899 map
Cliff	1823	
Cliff Bridge Place	1848	1848,50 rb
Cliff Bridge Terr	1845	Not 1828 map or 1837,42,43 rb. 1845 rb
Cliff Cottages	1846	
Cliff Parade	1892	
Clifton St	1871	1871 rb
Close, The (Newby)	1952	
Coach Rd (Bland's Cliff in 1823)	1725	
Coastguard Cott. (Paradise)	1911	
Coate's Yd (Longwestgate)		
Coate's Yd (Quay St)		
Cockerill's Yd (Longwestgate)	1892	
Coldyhill La	1952	
Colescliffe Cres	1939	Not 1934 poll bk
Colescliffe Rd	1939	Not 1934 poll bk
College Ave	1930	
Colonial Pl	1846	Not 1837
Columbus Ravine	1892	(177,181) 1971; (179) 1975
Commercial st	1892	
Common	1823	
Common Hill	1855	
Cook(e)'s Row (Formerly Burghwell Gate-Medieval)	1725	Cooke's Row 1823; Cook's Row 1840
Cooper's Buildings (Dumple St)		
Copse, The	1987	1987 er
Corn Mill Gdns	1995	1995 er
Cornelian Ave	1939	Not 1934 pb
Cornelian Close	1972	
Cornelian Dv	1934	
Corporation Free Dwellings (Dumple St)		
Coulson's Yd	1840	
Courting House Steps (Eastborough)	1851	1851 census
Coverdale Dv	1988	1988 er
Coverley's Court (Low Conduit St)	1871	1871 census
Coverley's Yd	1846	
Cox's Yd (Dumple St)		
Craven St	1930	
Crescent	1837	Not 1828 map or 1832 pb
Crescent La	1952	
Crescent Mews	1855	
Croft, the	1952	
Cromwell Gdns	1934	
Cromwell Pd, Rd, Terr.	1892	
Cropton Rise	1988	1988 er
Cross Lane	1952	
Cross St (Carr Gate-medieval, Carr St 1725)	1823	

Coastguard Cottages today have good views of South Bay. The building with the gable end to the left certainly looks out of keeping with the rest of the row. It was originally thought that could explain the difference in the apparent length of the row on the newer and older maps, though it is

now apparent that any buildings that were there on the earlier map (see OS 1847-50, above) were totally cleared from the site soon afterwards. Whether these were an early version of Coastguard Cottages is currently impossible to say.



A closer inspection seems to indicate that if the cottage to the left was added later, the same brickwork was used - see the row of yellow brick in the chimney stack, for example - and it was added very sympathetically to blend in with the existing row.

Conclusion

The row of cottages currently standing on the site next to the church dates from around 1911 and

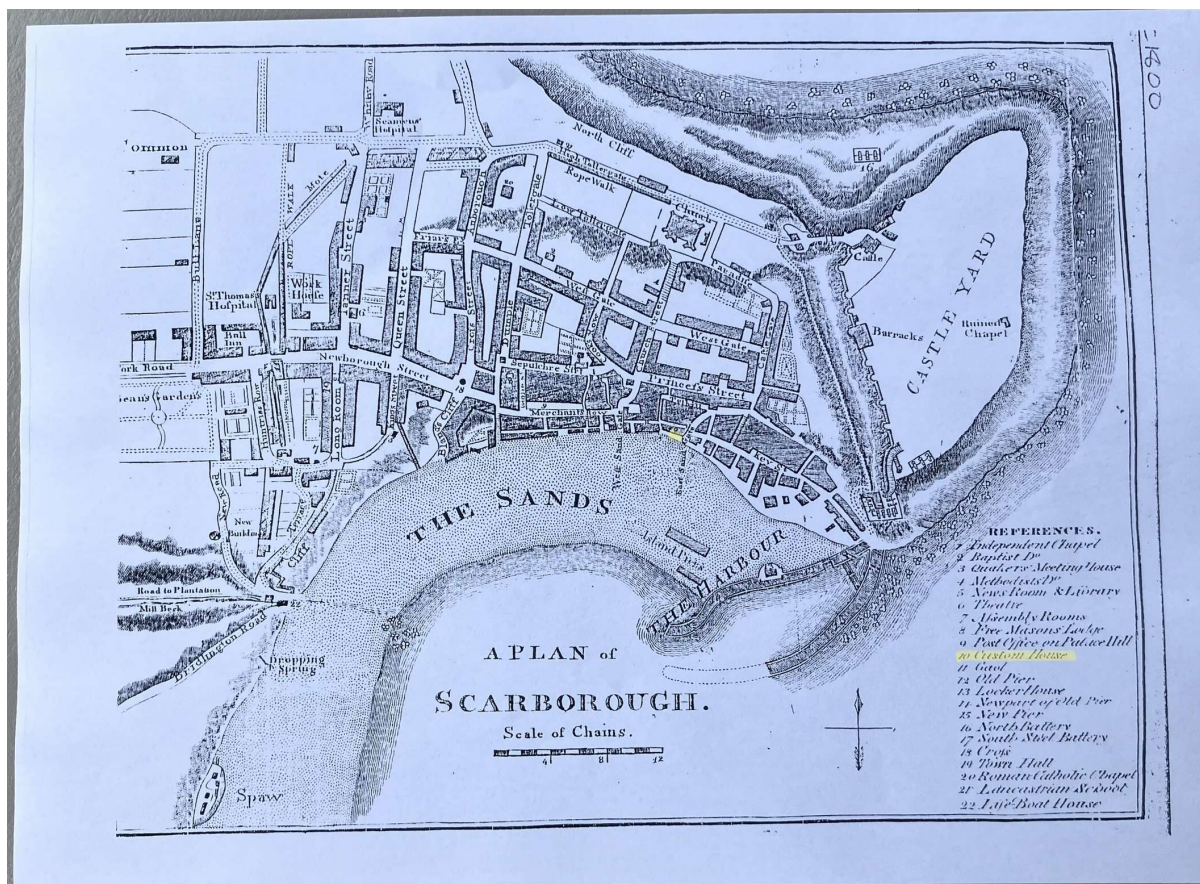
was certainly not standing when William Milner was in Scarborough, though, given the name of the cottages and their position next to the church - where Maria Newby and Christiana were baptised - the idea that William and his family once lived there still has a romantic appeal.



Coastguard Station/Customs House

Custom houses and coastguard stations appear to be not synonymous, though both are clearly linked to Customs and Excise; Aldeburgh, for example, had both (see later in this piece). The very helpful

and knowledgeable volunteers at the Scarborough Maritime Heritage Centre have stated that the current premises for Winking Willy's Fish and Chip Restaurant (on the seafront in South Bay) was formerly the coastguard station. Amongst historical maps purchased from Scarorough Library (a set of 10 photocopies dating from about 1400 to 1851), was the following, taken from Hinderwell's 2nd edition of 1811. It lists 'Customs House' as number 10 in the key and places it on the seafront; I have faintly highlighted it in yellow.



This next map, dated 1845 and taken from Theakston's 3rd edition of 1847, again lists the customs house and places it more specifically as a discrete building between 2 thoroughfares.



When the map is zoomed in on, the number 2 - which the key states is the customs house - can be seen above the building.



Bearing the advice regarding Winking Willy's in mind, I visited the seafront area shown on the maps. Immediately to the restaurant's left is a set of steps named 'Custom House Steps'.



The steps, clearly labelled 'Customs House Steps' and marked in yellow, can be seen on this 1892 OS map (courtesy of NLS) close to the Customs House. Several of the nearby buildings shown on the map (e.g. the public house on the corner) seem to have been demolished at some point since (see photo below map).

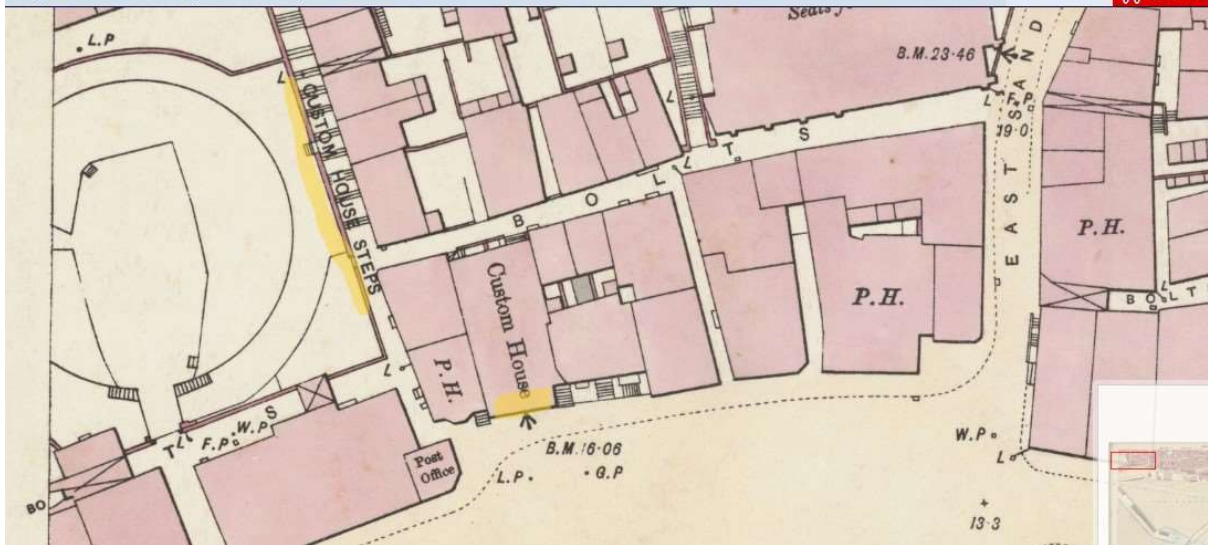
Scarborough - Yorkshire LXXVIII.13.8
Surveyed: 1891, Published: 1892.
Size: map 64.4 cm x 96.6 cm (25.344 x 38.016 inches), on sheet ca. 72 x 104 cm (ca. 28 x 41 inches)

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 [Order the map](#)





This 1852 OS map (NLS) shows the Customs House and the Life Boat House (both highlighted in yellow); it is possible that the coastguard vessel was stored there too, or that they were one and the same boat; no coastguard station can be found on the map. I believe I have seen a map on which 'coastguard station' is labelled in around this vicinity, but I cannot currently locate it.



The Customs House building itself is constructed of rather imposing stone and slender red brick. It has 4 floors and appears to be of the right era.



The uppermost window is quite tall and has a metal rail across the top section of it, which may have been a handhold and used while employing a block and tackle to lift goods to the top floor at some distant point in the past.



It is felt that this is the building used as a customs house during the 1820's while William Milner was stationed in Scarborough as a preventive officer working for Customs and Excise; he would surely have regularly frequented it.

Robin Hood's Bay

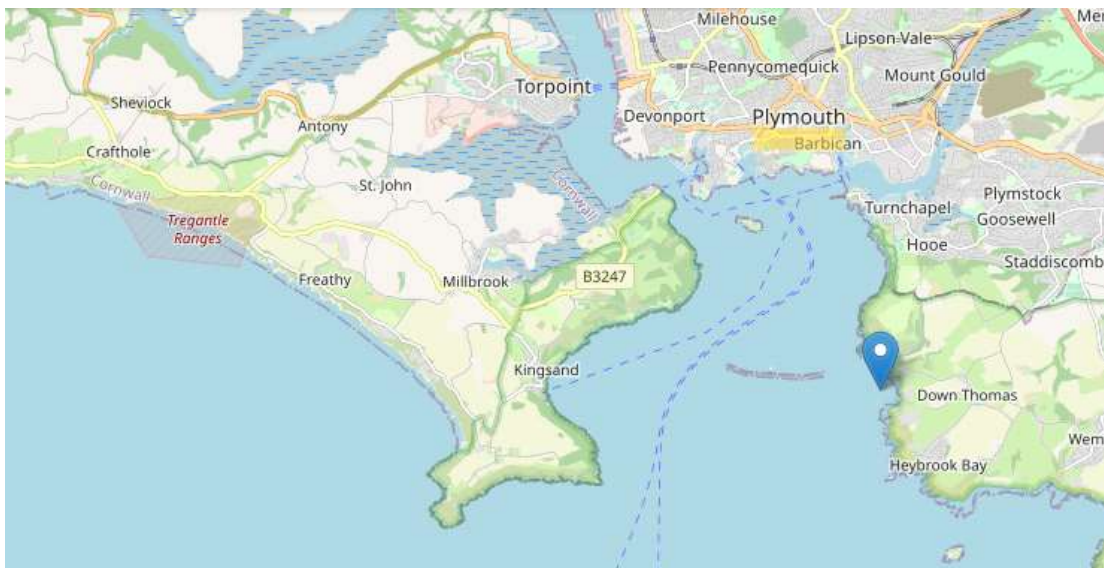
As mentioned earlier, the Scarborough Station replaced the Robin Hood's Bay station on November 22nd 1821. The following record, found at ADM 175/5_4, seems to support that idea; the 1st record, for the chief officer, is dated 1820 and the next is dated 1825, a gap of some 5 years, where it seems the station was not active.

STATION:		PORT:	ESTABLISHMENT	TOTAL	Authority for Establishment						
Robert Hood's Bay		Whitby	Chief Officer.	2 Com ^d . Boatmen	137 260 Authority for Establishment 1861/90						
			Chief Boatman.	4 Boatmen.							
Date of Order for Nomination.	Date of Letter of Nomination, or Removal.	From whence Nominated, or Name of the Station removed from.	Reference Number.	NAME.	QUALITY.	To what Vacancy appointed at this Station.	D. D. Removed or Absc.	Date of Letter directing Discharge of Removal, or Time D. D. or Absconded, &c.	Reference Number.	Cause of Discharge or Removal.	Present Station removed to.
17 Oct 20	5 Grassburgh	Fowler, Valen ^{ty} Officer	1600	Superior for 1/4	Superior for 1/4	June 14 Oct 28 897					
29 Sept 25	Wiffenbeck	R 514 Baiter, Isaac	1758	Chief Boatman	Chief Boatman	1801/90					
25 Jan 26	Crouch River	R 16 Joy, Tho ^s	1805	Chief Boatman	Chief Boatman	1801/90					
30 Dec 26	Dartmouth	R 632 Barry, In ^o	1857	Chief Boatman	Chief Boatman	1801/90					
28 Sept 18	Enchantuffs	Bawker, Ja ^s		Chief Boatman	Chief Boatman						
1 June 21	27 July 21	Ermsby	N 909	Ayers, John	Chief Boatman	1801/90					

Posting 3

Bovisand Bay: October 2nd 1826 to May 12th 1828

The port of Plymouth, Devon, had several preventive stations under its jurisdiction, and amongst them was Bovisand Bay (blue marker), which is about 6 miles SSE of Plymouth by land and about 3 miles by sea.



On the below OS 1888-1913 map (courtesy of Archiuk), the coastguard station is marked in yellow.

Bovisand Pier - top left of the map - was, presumably, where the coastguards launched their boats. It appears to have been a remote posting, with no village of any size within an hour's walking distance. It seems very likely that the sea provided the best route to Plymouth for men and provisions.



Bovisands Bay Preventive Station had a company of 8: 1 chief officer, 1 chief boatman, 2 commissioned boatmen, and 4 boatmen. The 'Authority for Establishment' of this station was recorded as 76 138 (see record, below).

William Milner was removed from Scarborough to this station on October 2nd 1826, reference R507c. Whether he and his family travelled by land or by sea is not known, but either way, at 367 miles by today's more direct road network, it would have been a long and uncomfortable journey.

William was listed as a boatman and replaced T Roach. William was removed (see the R in the appropriate column) on May 12th 1828, reference 1529. The cause of his removal is said to be 'Circular 10/28'. The last column, for the place of removal, states Aldboro (illegible) 332. He had spent about 19 months at Bovisand Bay; it is not known where his family was housed, if indeed they accompanied him on this posting: no baptisms or burials can be found in the Plymouth area -

or indeed the whole of Devon - at this time that might relate to William and his family.

The below record is courtesy of The National Archives, reference ADM 175/5_2. It has been cropped so as not to take up the whole page; the context of William's record has not been lost by this action.

STATION.		PORT.		ESTABLISHMENT		TOTAL	Authority for Establishment, &c.				
Bovisand Bay		Plym ^o		/ Chief Officer.		2	Com ^d . Boatmen.				
				/ Chief Boatman.		4	Boatmen.				
Case of Order for Nomination.	Date of Letter of Nomination, or Renewal.	From whence Nominated, or Name of the Station removed from.	Reference Number.	NAME.	QUALITY.	To what Vacancy appointed at the Station.	D. D. Renewed or Abuc ^d .	Date of Letter directing Discharge or Removal, or Time D. D. or Abandoned, &c.	Reference Number.	Case of Discharge or Renewal.	Preceding Station removed to.
	3 Aug 26	St. Martin's	230	Baker, Lieut.	Chief Officer	St. Martin's					
	20 Dec 24	Yealm	200	Crapps, Lieut.	Chief Boat	Yealm		14 May 29	1293	Circular 20/1/29	St. Martin's 142
	31 Aug 25	Leamouth	225	Coaker, Lieut.	Com ^d B ⁿ	Leamouth		26 Feb 28	1489	Circular 25/28	St. Martin's 142
	2 Sept 26	Hurst Castle	257	Leavesley, Lieut.	Com ^d B ⁿ	Hurst Castle		12 Dec 27	1264	1149/27	St. Martin's 142
	3 Aug 26	St. Martin's	232	Welch, Lieut.	Chief Boat	St. Martin's		12 Mar 29	vide	2168/29	
	2 Oct 26	Leamouth	257	Wilket, Lieut.	Chief Boat	Leamouth		19 May 28	1524	Circular 26/28	St. Martin's 142
	4 May 27	Bayling Island	279	Brailford, Lieut.	Chief Boat	Bayling Island		22 Sept 27	722	830/27	St. Martin's 142

Genuki has nothing to say about this location, while 'Visit South Devon' has the following:

Bovisand beach is a sheltered bay of yellow sand with cliffs either side. Located within the South Devon Area of Outstanding Natural Beauty, it is popular with locals and families. There is a large expanse of flat sand when the tide is out, ideal for ball games and warms the water with the incoming tide, and is perfect for swimming and snorkelling.

On a good day you can see across to Plymouth Sound, and there are plenty of walks to enjoy along the coastline.

The beach is situated on the South West Coast Path. Walk north to Plymouth (5 miles) or, a little further, walk south east to the River Yealm passing other beautiful bays - Heybrook and Wembury.

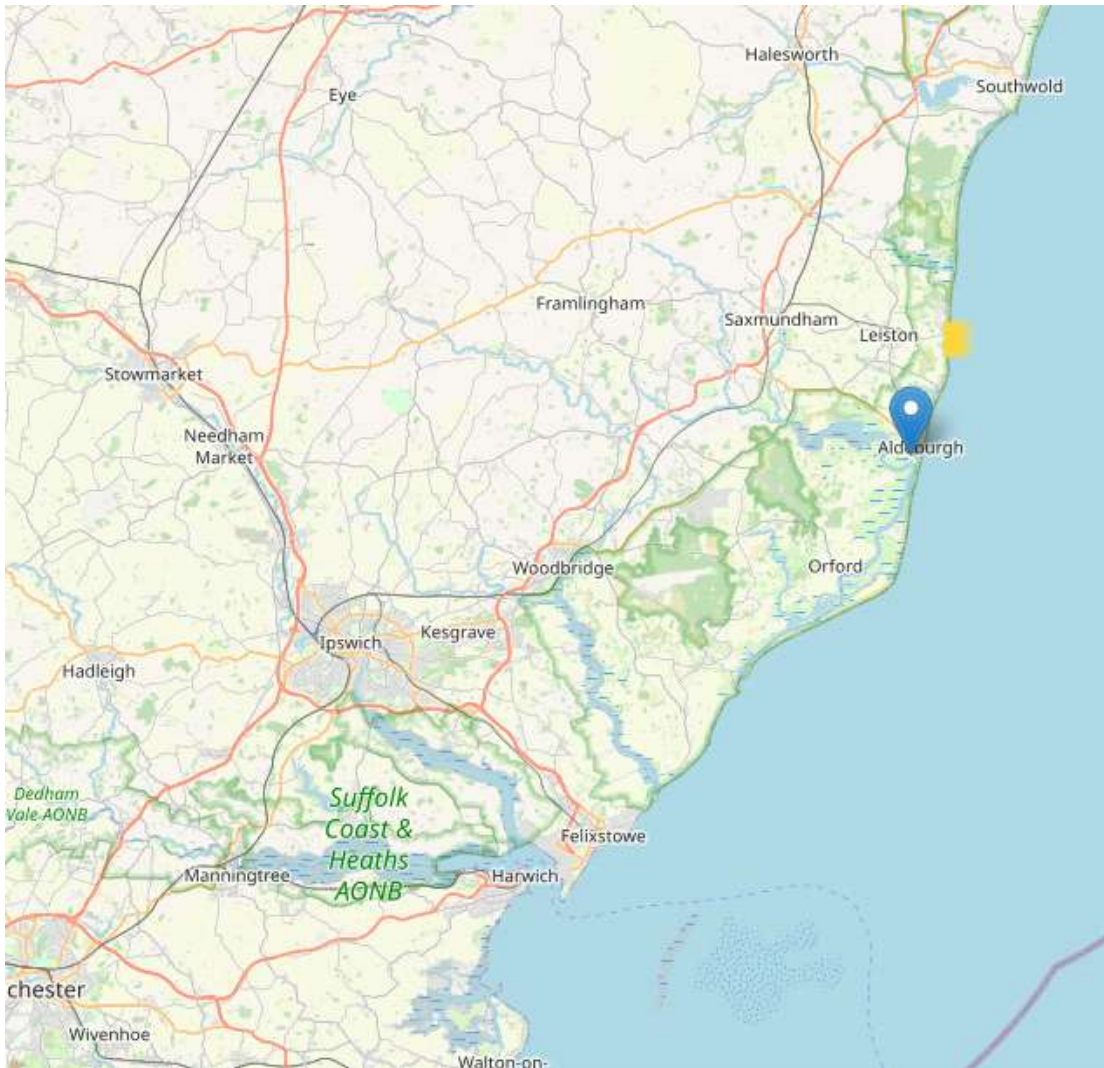


Photo by Philip Halling.

Posting 4

Aldeburgh: May 12th 1828 to October 28th 1828

Aldeburgh, on the Suffolk coast, is about 27 miles north of Felixtowe by road. Map courtesy of Archiuk.



The preventive station at Aldeburgh - or Aldborough/Aldboro' as it is recorded on the forms below - had a company of 8 men: 1 chief officer, 1 chief boatman, 2 commissioned boatmen and 4 boatmen. The 'Authority for Establishment' is given as 173 332. The relevant document can be found at the National Archive, reference ADM 175/5_5

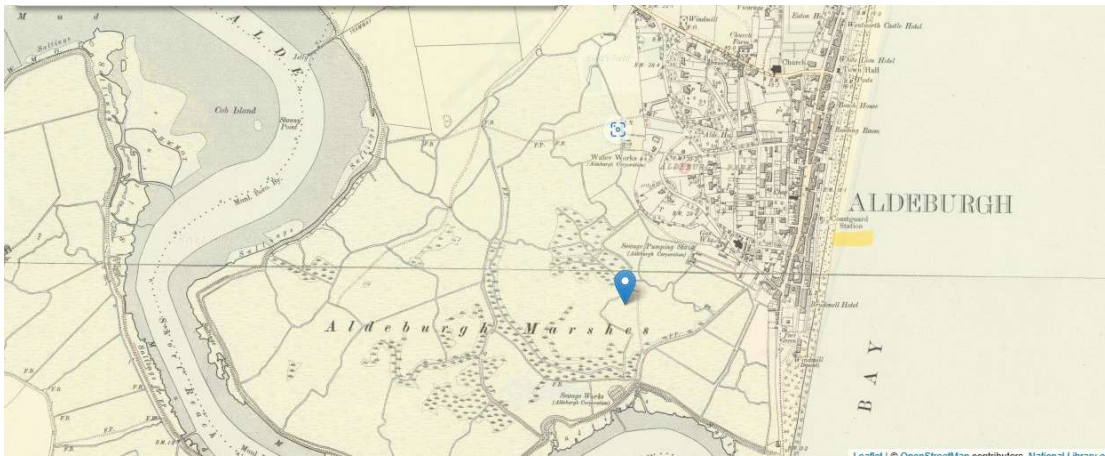
STATION		PORT	ESTABLISHMENT	TOTAL	Authority for Establishment, &c.						
Aldebrough		Aldebrough	1 Chief Officer.	2 Com. Boatmen.	173 339 J.M. 11						
			1 Chief Boatman.	11 Boatmen.							
Date of Order for Nomination	Date of Letter of Nomination or Removal	From whence Nominated, or Name of the Station removed from	Reference Number	NAME	QUALITY	To what Vacancy appointed at this Station	D. D. Remo-ved or Absc.	Date of Letter directing Dis-charge or Re-moval, or Time D. D. or Absconded, &c.	Refer-ence Number	Cause of Discharge or Removal	Preventive Station, removed to
	27 Mar 28	Montserrat	R 1529	Cookson, Jas	Chief Officer	Went to	R 27 July 27	919	604/27	Coverack	
	5 July 28	Bonmouth	R 1529	Milner, Wm	Chief Boatman						
	26 May 29	Aldebrough	R 1529	Richardson, J	Chief Boatman		R 28 Oct 29	3129		Removal	Montserrat

William Milner is listed as a boatman (see below). The 'date of his letter of nomination or removal' was May 12th 1828, which probably signifies the 1st day he was stationed here. The station he was previously stationed at was Bovisand Bay. The reference number, possibly for this transfer, is R1529. The 'vacancy to which he was appointed' appears to say J Gooding. The record for Robert Stones (see below), directly beneath William's entry, appears to say that Robert, in turn, filled William Milner's vacancy on March 12th 1831, though the entry in William's 'date of removal' column is October 28th 1828 (reference number 1778). His 'cause of discharge or removal' was 9447/28 and the place of removal was Sizewell Gap, which is 4 miles to the north of Aldeburch, just east of Leiston and is marked on the above map by a yellow dot. He was stationed at the Aldeburch Preventive Station for a little over 5 months.

The Aldebrough record below has been cropped to enable William's information to be seen in context without taking up too much space.

28 Sep 27	Bovisand Bay	Lawrence, Jas	Boatman	Went to	R 1501	31	1780	19014/27	Aldebrough
2 Oct 27	Montserrat	Richardson, J	Boatman	Went to	R 1529	28	1778	3982/28	(Assignment)
14 Apr 28	Aldebrough	Richardson, J	Boatman	Went to	R 1529	28	1778	21142/28	Montserrat
12 May 28	Aldebrough	Milner, Wm	Boatman	Went to	R 1529	28	1778	9147/28	Sizewell Gap
12 Mar 31	Aldebrough	Stones, Robert	Boatman	Went to	R 1529	31	1781		Aldebrough
14 May 31	Aldebrough	Richardson, J	Boatman	Went to	R 1529	29	1781	7384/31	Aldebrough

The below map, courtesy of Archiuk, is from the OS series dated 1888-1913.



No coastal locations called Aldborough - as recorded on the above forms - can be found. Aldeburgh (meaning old fort) on the Suffolk coast has been important since Tudor times as a port and a centre for shipbuilding - Frances Drake's Golden Hind was built there. The coastguard station is marked in yellow; it no longer appears on modern maps.

The below property is listed as '6 Coastguard Cottages', Aldeburgh.



It is located at the larger yellow marker and can be seen to be very close to the 'coastguard station' marked on the above Victorian map:



Genuki has the following information about Aldeburgh, taken from The National Gazetteer of Great Britain and Ireland (1868):

"ALDEBURGH, (or Aldborough), a parish in the hundred of Plomesgate, in the county of Suffolk, 24 miles to the N.E. of Ipswich, and 94 from London. It is a seaport and municipal borough, with a separate jurisdiction. It was formerly a market town. It was also a parliamentary borough, returning two members, from the reign of Queen Elizabeth, who conferred on it the elective franchise, till the passing of the Reform Act, by which it was disfranchised. It is very pleasantly situated on the river Alde, in the vale of Slaughden, with a fine sea view to the east, a good beach at low water, and high ground behind it, and has become a favourite resort for sea-bathing. There is a beautiful walk along the beach, of nearly two miles, and many pretty summer villas facing the sea, besides a spacious hotel. It lies near the East Suffolk line of railway. Its charter of incorporation was conferred by Charles I., under which it is governed by two bailiffs and thirty-four burgesses, twelve of whom are capital, and the rest inferior. The townhall is ancient and built of timber. Most of the inhabitants are seafaring people, and many of them pilots, who go far out in their cutters to meet incoming vessels. The herring and lobster fisheries constitute the chief occupation of the other part of the population.

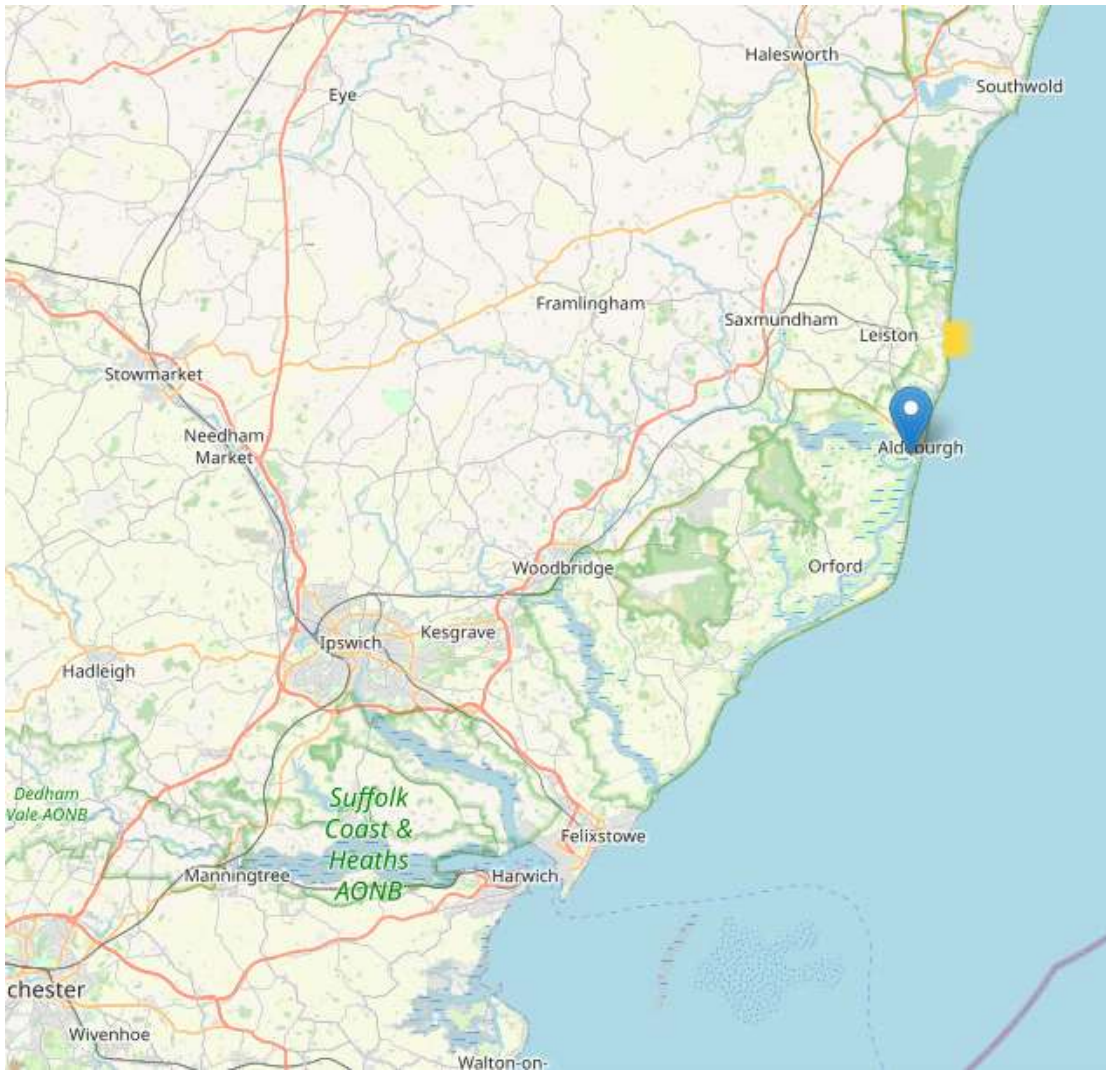
*The port has about forty small vessels belonging to it, which are employed in the coasting trade. Orford is a subport. The harbour is good, and there is a **custom-house near the quay, also a coast-guard station**, brewery, and some boatbuilding. A subscription library, a theatre, billiard tables, and assemblies offer amusement to the summer visitors. The living is a vicarage in the diocese of Norwich, value £383, in the patronage of F. J. V. Wentworth, Esq., of Slaughdon House, who is lord of the manor. He is a descendant of the Earl of Strafford, who had the title of Viscount Aldborough. The church stands on a hill west of the town, and has lately undergone entire reparation. It is built of flint, and, with its tower, which is embattled, and surmounted by a turret, forms an important landmark. It is dedicated to SS. Peter and Paul, and contains a handsome stained window,*

representing the four Evangelists and the Adoration, besides many fine monuments; the most notable is one to the memory of the poet Crabbe. In the middle of the 16th century, it stood ten times farther from the shore than it does at present, the sea having encroached on the town, and destroyed the market-place and one whole street. There are three chapels, belonging to the Independents, Baptists, and Wesleyans. Great Casino is the residence of the Hon. A. Thelluson. Adair Cottage, of Sir R. S. Adair, Bart. Aldborough was the birthplace of the poet Crabbe. Markets were formerly hold on Wednesday and Saturday, but are now discontinued, and fairs, chiefly for toys, on the 1st March and the 3rd May.

Posting 5

Sizewell Gap: October 28th 1828 to December 11th 1831

Sizewell, on the Sussex coast, is 2 miles from Leiston , 4 miles north of Aldeburgh and about 30 miles north of Felixstowe. On the map below, courtesy of Archiuk, Sizewell Gap is marked in yellow, just north of Aldeburgh, William's previous posting.



Sizewell Gap Preventive Station had a cohort of 12: 1 chief officer, 1 chief boatmen, 4 commissioned boatmen and 6 boatmen. It was said to be of the port of Southwold and included Thorpe. The station's 'Authority for Establishment' was given as 172 330. Whilst at this station, William Milner was again a boatman.

STATION		PORT		ESTABLISHMENT		TOTAL		Authority for Establishment, &c.			
Sizewell Gap		Southwold		Chief Officer		14 Com. Boatmen		172 330			
Including Hoops				Chief Boatman		6 Boatmen		MILNER			
Date of Order for Nomination	Date of Letter of Nomination, or Removal	From whence Nominated, eg Name of the Station removed from	Reference Number	NAME	QUALITY	To what Vacancy appointed at this Station	D. D. D. Home-ved or Abse-ved, &c.	Date of Letter directing Dis-charge or Re-moval, or Time D. D. or Absconded, &c.	Refer-ence Number	Cause of Discharge or Removal	Precedent Station removed to
7 Nov 26		Nimor Haven	R 578	William	Genl Officr	W. Curtis	R	19 Aug 30 1877	9812/50		Southwold
4 Nov 26		Willingham	R 588	William	Genl Officr	Storrie	✓				
4 Nov 26		Wormouth	R 589	Ransom	Genl Comd	Meades	R	11 Sept 1880	2737	Wormouth	Wormouth
4 Nov 26		London Street	R 570	Prince	Genl Comd	W. Blake	R	28 Nov 26 1877	2507	1155/4	Ransom

William's previous station was said to be 'Aldboro' (see below), from which his 'date of removal' was given as October 28th 1828; the reference was R1778. He replaced Peter Carline, whose record is directly above William's. William was removed (denoted by an R in the next column) on December 16th 1831 (reference 5045, or 5145) and transferred to Lambay Island, which is in the Irish Sea, 2 miles offshore from the headland at Portrane and about 60 miles NE of Dublin.

The record page for Sizewell Gap has been cropped so as not to take up too much space, while still showing William's record in context. The records are courtesy of The National Archive, reference ADM 175/5_5.

10 Nov 27		Portrane	R 1196	Fairbairn	Edw Comd	St Pill	✓	16 July 32	14257/32		
26 Aug 28		Sizewell	R 1095	Carline	Comd Boat	Storrie	R	20 Oct 26 1778	9647/28		Wormouth
28 Oct 28		Aldboro	R 1778	Carline	Comd Boat	Storrie	R	11 Dec 31 1831	5145		Lambay Island
10 May 29		Wormouth	R 589	Ransom	Genl Comd	Meades	R	12 Mar 31 1831	2522		Wormouth
20 Nov 29		Willingham	R 588	William	Genl Officr	Storrie	✓				
5 July 30		Wormouth	R 589	Ransom	Genl Comd	Meades	R	23 Nov 30 1830	2507		Wormouth

Coastguard Cottages, Sizewell Gap, Suffolk

In 1829, William Newby Milner, son of William and Mary Milner, was baptised at the church of St Margaret's with Sizewell, Leiston, Suffolk. The family was said to be of Leiston and William was a Customs House Officer. In 1831, the couple's son Samuel Newby Milner was baptised at the same church. The family was now said to be of Sizewell and William was of the 'preventive service', a name used at the time to describe those whose work involved the prevention of smuggling.

The cottages that housed the customs men were reportedly built around 1809 and are still standing,

as is the lookout station from which they worked. The buildings were put up for sale by Suffolk County Council in 2011 and it is assumed they are now in private hands.

It seems highly likely that William Milner and his family - wife Mary and children Thomas, b1818, Maria Newby, b1824, Christiana, b1826, William Newby, b1829, and Samuel Newby, b 1831, lived in the Coastguard Cottages at Sizewell Gap, which are pictured below. Photos by courtesy of Clynt Garnham and National Geographic.



One of Britain's most famous views, the 'Coastguard Cottages' in the foreground were built around the 1820s to keep watch on the seas around Cuckmere Haven and the Seven Sisters cliffs - and are as old as the service itself. In recent years the iconic cottages, along with many like them around the UK's coastline, have been threatened by coastal erosion.



A historic coastguard lookout station at Sizewell Gap, Suffolk. Many of the old lookouts have been repurposed into residences, or bothies; some, such as this, are listed buildings.

PHOTOGRAPH BY CLYNT GARNHAM SUFFOLK / ALAMY

An excerpt from the article that accompanies the above photos states the following:

In its original incarnation, becoming a coastguard was something of a plum job for Royal Navy sailors, who were lavishly paid (three shillings per day) and entitled to a share of the prizes they seized from smugglers. The Admiralty took care to appoint sailors with a certificate from their captains of three years' zealous active service on ships of war, an incentive credited with "promoting alacrity in the performance of duty in our navy," according to Sir James Graham.

As mentioned earlier, it is not currently known if William Milner served in the Royal Navy. It is not currently known where he was born, though Brighouse in West Yorkshire is currently thought to be the most likely; he married Mary Newby in Great Grimsby in 1817 when he was possibly about 23, so he could conceivably have served the required *three years' zealous active service on ships of war*.

Suffolk County Council Survey of the Coastguard lookout station

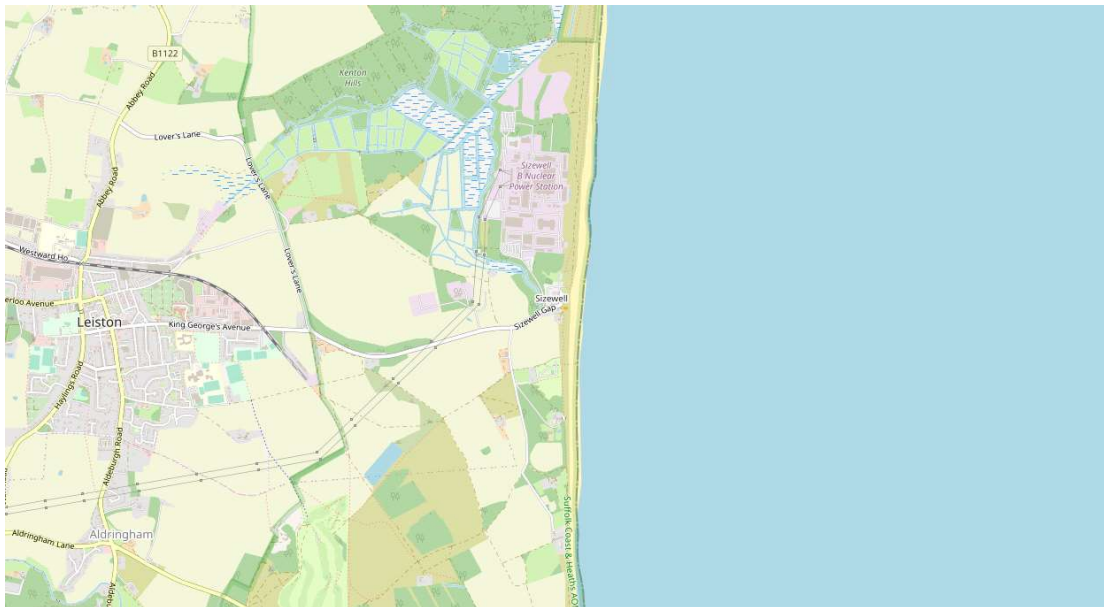
The link below takes you to a survey by Suffolk County Council of the Coastguard Lookout Station, Sizewell Gap, Leiston, LCS 166, which, as one of the few surviving similar structures in the country, is a grade II listed building. Here is a summary of the report:

An English Heritage Level 2 building recording was undertaken on a structure situated above the high water mark on the shingle beach adjacent Sizewell Gap, Leiston. It has been identified as a Coastguard Lookout Station that dates from the 1820s. It consists of a single storey brick built, rectangular structure with a slate roof. A small second storey extension has been added to the east

end to create a watch tower. The recording was undertaken as a result of a condition on Planning Consent for the conversion of the structure into holiday accommodation and an artist's studio. The structure was found to be in good condition with surviving internal fixtures such as cupboards and a musket rack.

https://suffolkarchaeology.co.uk/reports-pdfs/2012_137.pdf

Modern OS map of the area (Archiuk):



Below is the 1884 OS map of Sizewell, showing the coastguard station, cottages and watch house:

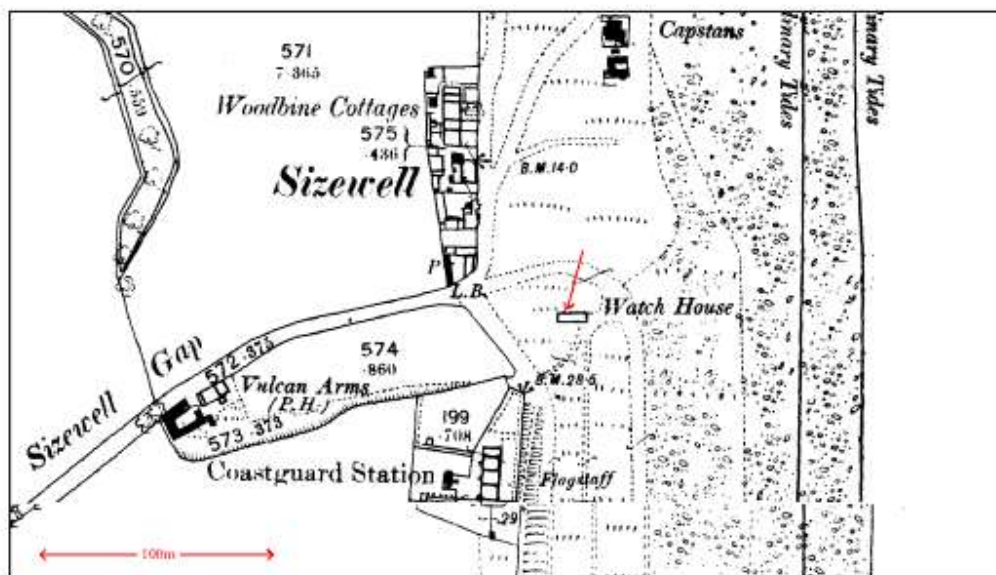


Figure 2. 1st edition Ordnance Survey map (pub. 1884)

Genuki has the following description of Leiston and Sizewell from The National Gazetteer of Great Britain and Ireland (1868):

LEISTON, a parish in the hundred of Blything, county Suffolk, 4 miles S.E. of Saxmundham, its post town, and 4 N.W. of Aldborough. It is a station on the Aldborough branch of the Great Eastern railway. It is situated on the coast of the North Sea, and contains the hamlet of Sizewell. Here is the extensive agricultural implement manufactory of Garrett and Sons, whose premises extend over seven acres of land, with five steam engines. Water-proofings and grease are also manufactured here. Half a mile distant from the town, which is lighted with gas and partially paved, are the ruins of Leiston Abbey, in the midst of which are a flower garden and a farmhouse of modern construction. A large portion of the land belongs to the crown, having been seized by Henry VIII. at the dissolution of Leiston Abbey. This monastery was founded in 1182 by Ranulph de Glanville for Premonstratensian canons, and had a revenue at the Dissolution of £181 17s. 4d. It was rebuilt in 1389 after a fire.

*Sizewell Gap, situated about 2 miles distant, is a fishery and **coastguard station**. The appropriate tithes have been commuted for a rent-charge of £435. The living is a perpetual curacy in the diocese of Norwich, value £376, in the patronage of Christ's Hospital and the Haberdashers' Company alternately. The church, dedicated to St. Margaret, was erected in 1853, and has a flint tower containing five bells. It stands about a quarter of a mile W. of the village. The register dates from 1538. The charities produce about £73 per annum, chiefly the produce of a farm bequeathed by Thomas Grimsby, Esq., in 1721. There are parochial and infant schools for both sexes, supported by voluntary contributions, also a mechanics' institute. The Wesleyans and the Society of Friends have each a chapel. The principal residence is Leiston Abbey, which stands near the ruins of the old monastery.*

*SIZEWELL, a hamlet in the parish of Leiston, hundred of Blything, county Suffolk, 4 miles N.E. of Aldborough, its post town. It is situated under Sizewell Cliffs, on the coast. Near to the shore is Sizewell Bank, a growing shoal 6 miles by three-quarters of a mile in extent. Sizewell Gap, a small bay on the coast, was formerly a place for smugglers, and is now a **coastguard station**. The living is a perpetual curacy annexed to that of Leiston, in the diocese of Norwich. There was formerly a chapel, dedicated to St. Nicholas.*

Postings 6 and 8

Lambay Island: December 16th 1831 to April 5th 1833, and October 10th 1833 to April 5th 1834

Lambay Island - or simply Lambay - sits in the Irish Sea, about 2 miles east of the headland at Portrane and about 15 miles NE of Dublin as the crow flies. The island has an area of about 1 square mile. It is marked in yellow on the map below. Baldoyle, the posting that separates William Milner's 2 stints on the island, is also marked.



The above map is courtesy of Geohive.

The island has a harbour and surrounding buildings and a castle, but there are very few - if any - other structures on the rest of the island.



Satellite view from Apple maps.

The settlement is to the west of the island, adjacent to the beach; the harbour is at the northern end of the beach.



The above map is courtesy of Geohive.

According to Wikipedia, in 1831 the population of the island was 84 and fluctuated little until the end of the century.

Year	Pop.	±%
1831	84	—
1841	89	+6.0%
1851	75	-15.7%
1861	71	-5.3%
1871	88	+23.9%
1881	61	-30.7%
1891	32	-47.5%

Source: (-2011) John Chambers. "Islands –

There was a row of coastguard cottages (still standing today) and a school that reportedly had 40 pupils in 1840, so William's wife and 5 children may have accompanied him to this remote spot (see Wikipedia extract below).



Unlike coastguard records on the English mainland, which were mostly single pages, the Irish records are spread across 2 facing pages. The lefthand page of the records for Lambay Preventive Station - of the port of Dublin in the district of Balbriggan - says it had 8 personnel and in the apparently common ratio of 1:1:2:4. Beneath this are listed the officers and commissioned boatmen (not all shown on this screenshot).

Preventive Station.			Port.	District.	Establishment.		BOAT		
<i>Lambay</i>			<i>Dublin</i>	<i>Balbriggan</i>	<i>1 Chief Officer</i>	<i>2 Commissioned Boatmen</i>			
					<i>1 Chief Boatman</i>	<i>4 Boatmen</i>			
Date of Order for Nomination	Date of Letter of Nomination	Date of Letter of Removal	From whence Nominated, or Name of the Station removed from	Name	Quality	Date of Discharge or Removal at Home, Dublin, or Abroad	Preventive Station Referred to	Cause of Discharge or Removal, and Remarks	Date of Nomination
		<i>5/73</i>	<i>10 Oct 1826</i>	<i>Lieut. LeVine</i>	<i>Off. Officer</i>	<i>10 Oct 1826</i>	<i>Kilmichael</i>	<i>Repaired Sec. 39/13/28</i>	
		<i>2 June 1828</i>	<i>10 Oct 1826</i>	<i>Mr. J. L. Moore</i>	<i>Chief Boatman</i>	<i>2 June 1828</i>	<i>Kilmichael</i>	<i>Lie. R. H. G.</i>	
			<i>2 June 1828</i>	<i>Mr. J. L. Moore</i>	<i>Chief Boatman</i>				
			<i>2 June 1828</i>	<i>Mr. J. L. Moore</i>	<i>Chief Boatman</i>				
			<i>2 June 1828</i>	<i>Mr. J. L. Moore</i>	<i>Chief Boatman</i>				
			<i>2 June 1828</i>	<i>Mr. J. L. Moore</i>	<i>Chief Boatman</i>				

The top of the facing page (see below) gives differing information regarding the size of the cohort, with details of the comings and goings of the individual boatmen beneath it. From April 5th 1826, the station had a cohort of 13 men: 1 chief officer, 1 chief boatman, 2 commissioned boatmen, and 8 boatmen. The adjacent record states that from January 31st 1828 it had only 2 boatmen, a significant scaling down. Those numbers seem to have remained during William's time there.

BOATS—	Chief Officer	Chief Boatman	Commissioned Boatmen	Boatmen
6 Oared Galley.	<i>1</i>	<i>1</i>	<i>2</i>	<i>8</i>
4 Oared Gig.	<i>1</i>	<i>1</i>	<i>2</i>	<i>8</i>
Other Boats.	<i>1</i>	<i>1</i>	<i>2</i>	<i>8</i>

William's 2 stints on the island are marked in yellow (below). His first, as a boatman, began on December 16th 1831. R/57/31 is written in the margin beside his record, which goes on to state he had been removed from Sizewell Gap. After a stint of about 4 months, he was removed to Baldoyle (about 8 miles NE of Dublin) on April 5th 1833. In the final column is written 1457/33.

The 2nd entry for William on this page contains the following information: William, again a boatman, was removed from Baldoyle on October 10th 1833 (after a stint there of about 6 months) and remained at Lambay for about a further 6 months until April 5th 1834, when he was removed to Balbriggan. In the final column, headed 'Cause of discharge or removal and remarks', is written

1298/34.

BOATS.—6 Oared Galley. 4 Oared Gig. Other Boats.		1st Class Officers 1st Lieut. Boatman 2nd Lieut. Boatman 3rd Lieut. Boatman		2nd Class Officers 1st Lieut. Boatman 2nd Lieut. Boatman 3rd Lieut. Boatman					
Date of Order for Nomination.	Date of Letter of Nomination.	Date of Letter of Removal.	From whence Nominated, or Name of the Station removed from.	Name.	Quality.	To what Station Assigned.	Date of Discharge, or Removal, or that he is, or otherwise, dead.	Preventive Station removed to.	Cause of Discharge or Removal, and Remarks.
		J. B.		David Perry	Boatman	Removal	10 Oct 1814	Baldoye	See Log. 15.
		J. B.		William Black	"	Removal	10 Oct 1817	Stony Water	See Log 37.
		J. B.		J. L. Lacey	"	Removal	5 April 1815	Ballykeige	
		J. B.		John Murphy	"	Removal	"	S. Johnstown	
		10 Oct 1816	Capt. Baldoye	Peter Browne	"	Removal	5 Oct 1816	Rush	Removal 3 28.
		10 Oct 1817	"	Thos. Crowell	"	Removal	5 Oct 1817	Rush	Removal 3 6.
		May 1820	"	Boatman	"	Removal	"	Baldoye	
		"	"	James Greer	"	Removal	"	Baldoye	
		"	"	Coramfield	"	Removal	5 April 1820	Dublin	
		29 Nov. 1821	"	Richard Noller	"	Removal	5 Oct 1821	Baldoye	See Log 105/13.
		5 April 1822	"	Richard Noller	"	Removal	7 April 1822	Malahide	See Log 11.
		5 April 1823	"	Baldoye	"	Removal	10 Oct 1823	Stony Water	See Log 13.
		10 Oct 1823	"	Baldoye	"	Removal	5 Oct 1823	Baldoye	See Log 14.
		5 Oct 1824	"	Baldoye	"	Removal	7 April 1824	Rush	See Log 15.
		7 Oct 1825	"	Rush	"	Removal	5 Oct 1825	Rush	Removal & return of Log 38 1/2.
		"	"	Malahide	"	Removal	"	"	
		14 March 26	"	Rush	"	Removal	"	"	

The above records are courtesy of the National Archive, reference ADM 175/16_9

Wikipedia has, amongst much historical information about the island, the following information:

During the Williamite war in Ireland, the island was used as an internment camp for Irish soldiers. More than one thousand of them were imprisoned there after the Battle of Aughrim in 1691; some died of wounds and starvation.

Coastguard cottages

A row of small cottages, once for guards, and later used by coastguards, is near the harbour. At least one is, as of 2020, available for rental.

Baring family

In April 1904, Lambay was bought from a Mrs Parr by Cecil Baring, later 3rd Baron Revelstoke, a member of the Baring banking family, and a director in the New York office. Baring, also a classical scholar and naturalist, noticed it advertised for sale in *The Field* and bought it – for either £5,250 or £9,000 – for himself and his new bride, Maude, daughter of tobacco millionaire Pierre Lorillard IV.

The island's main residence was in poor condition, so Cecil brought the prominent architect Sir Edwin Lutyens to see it in 1905, and later hired him to work on its renovation. Lutyens supervised rebuilding and extension in the Arts and Crafts style, completing the first works by 1910 and became a family friend, returning there throughout the remainder of his life, adding to his architectural designs, and guiding construction and renovation in multiple locations over the course of 30 years or so. Aside

from the castle, these works included the dwelling known as the White House and a family mausoleum. Cecil Baring and Lutyens engaged Gertrude Jekyll to work on tree planting, notably of sycamores, and the gardens near the castle.

Harbour and approach

Lutyens designed the approach from the harbour, with curved step-like terraces reminiscent of the now-vanished Ripetta in Rome and a series of ellipses, circles being a long-standing symbol of welcome and also of wholeness. Characteristically, having ascended those Baroque steps, one has to cross an open field to come to the curtain wall, the entrance gateway not being at first visible.

Chapel

On a small cliff-top near the White House is a 19th-century Roman Catholic chapel. It has a portico of tapering stone columns, added by Lutyens, and a barrel-vaulted ceiling. Inside are various religious symbols and artefacts made by members of the family, including the little stained-glass window.

National school

The school building was located within the castle's curtilage, on a path from the castle to the harbour. At peak operations, in the 1840s, it had 40 children enrolled.



Thanks to Wikipedia https://en.wikipedia.org/wiki/Lambay_Island

Posting 7

Baldoyle: April 5th 1833 and October 10th 1833

Baldoyle is in the county of Dublin, about 8 miles NE of Dublin city. William served here in 1833, between 2 stints at Lambay Island (marked in yellow to the north).



The preventive station at Baldoyle - of the port of Dublin in the Balbriggan region - housed 10 men: 1 chief officer, 1 chief boatman, 2 commissioned boatmen, and 6 boatmen. The records are in the same format as the Lambay records, on 2 facing pages. The left hand page has a list of officers and commissioned boatmen.

Preventive Station.			Port.	District.	Establishment.			
Baldoye			Dublin	Balbroggan	1 Chief Officer.	2 Commissioned Boatmen.		
					1 Chief Boatman.	6 Boatmen.		
Date of Order for Nomination.	Date of Letter of Nomination.	Date of Letter of Removal.	From whence Nominated, or Name of the Station removed from.	Name.	Quality.	Date of Discharge, or Time B. B. or Absent, &c.	Preventive Station removed to.	Cause of Discharge or Removal, and Remarks.
		3 rd July 1826	10 th Oct 1826	Lieut. W. Spack	Off. Officer	10 Oct 1826	Off. Comm. of Shamrock, C.	See 3381/33
		12 Aug 1827	10 th Oct 1826	Lieut. W. Spack	Off. Officer	10 Oct 1826	Off. Comm. of Shamrock, C.	See 3381/33
		5 July 1828	10 th Oct 1826	Lieut. W. Spack	Off. Officer	10 Oct 1826	Off. Comm. of Shamrock, C.	See 3381/33

The right hand page (below) is almost full and it seems to be a very busy station. In 1826 the ratio of men was 1:1:2:4, with 4 'extra men'. From January 31st 1828, the ratio was 1:1:2:6, while from November 30th 1830 it was 1:1:2:16, a huge increase, which abated to 1:1:2:12 after (possibly) May 1831.

Date of Order for Nomination.	Date of Letter of Nomination.	Date of Letter of Removal.	From whence Nominated, or Name of the Station removed from.	Name.	Quality.	Date of Discharge, or Time B. B. or Absent, &c.	Preventive Station removed to.	Cause of Discharge or Removal, and Remarks.
BOATS—6 Oared Galley.								
4 Oared Gig.								
Other Boats.								

William Milner's record states he was removed from CGS Lambay on April 5th 1833 - CGS, which almost certainly stood for Coast Guard Station, was used here to differentiate those who were land-based from those who were on ships, whose placements naturally had the HMS prefix and of which there are several amongst these records. William was removed to Lambay on October 10th 1833 after a stint that lasted a little over 6 months. The column that completes his record states 'See 3381/33'. Again the record has been cropped for the purposes of space and many records either side of William's have not been shown.

1579-35	1582-35	1583-35	29 March 1833	Lieut. Lambay	David Mace			Cancelled See 3381/33
803-35		22 March 1833		Lieut. Lambay	W. Spack			Amo 50-41 5036
		5 April 1833		Lieut. Lambay	John Noall			Amo 50-41 5036
1579-35		15 May 1833		Lieut. Newquay	John Noall			Cancelled 6 June 1833 See 3381/33
		1957-38	26 June 1833		John Noall			Amo 50-41 5036
162-2559/33		1 July 1833		Lieut. Lambay	D. P. Daniels			Amo 50-41 5036
162-2559/33		10 Oct 1833		Lieut. Lambay	John Noall			Amo 50-41 5036
		5 Jan 1834		Lieut. Lambay	John Noall			Amo 50-41 5036
		1710/40		Lieut. Lambay	John Noall			Amo 50-41 5036

The above records are courtesy of The National Archive, reference ADM 175/16_9

Below is an excerpt regarding Baldoye from Wikipedia:

During the 1600s, there was an hostelry or inn in Baldoye, which is recounted in one of the oldest hunting songs recorded from Ireland concerning Michael St Lawrence and a hunting party who went to Baldoye after a day of hunting. The manuscript of the song is held in the Sloan manuscripts of the British Museum. During the 1700s, Jonathan Swift was a frequent visitor to Baldoye, who had a

number of friends who lived in the area, including at Grange House.

A description of Baldoyle from Lewis's Topographical Dictionary of Ireland (Dublin, 1837) gives a useful summary of what was then a substantial rural fishing village:

The village is pleasantly situated on an inlet or creek of the Irish Sea, to the north of the low isthmus that connects Howth, with the mainland: it comprises about 200 houses, and is much frequented in summer for sea-bathing. Some of the inhabitants are engaged in the fishery, which at the commencement of the present century employed nine wherries belonging to this place, averaging seven or eight men each; at present nearly 100 men are so, engaged. Sir W. de Windsor, lord-justice of Ireland, held a parliament here in 1369. The creek is formed between the mainland and the long tract of sand on the north of Howth, at the point of which, near that port, a white buoy is placed; it is fit only for small craft. The manor was granted to the priory of All Saints, Dublin, by Diarmid, the son of Murchard, King of Leinster, who founded that house in 1166.

<https://en.wikipedia.org/wiki/Baldoyle>



Posting 9

Balbriggan: April 5th 1834 to June 25th 1838

Balbriggan is on the east coast of Ireland, about 20 miles north of Dublin.



Map courtesy of Geohive.

The preventive station at Balbriggan was of the port of Dublin and in the Balbriggan district.

Preventive Station.			Port.	District.	Establishment.				
<i>Balbriggan</i>			<i>Dublin</i>	<i>Balbriggan</i>	1 Chief Officer. 1 Chief Boatman.	2 Commissioned Boatmen. 2 Boatmen.			
Date of Order for Nomination.	Date of Letter of Nomination.	Date of Letter of Removal.	From whence Nominated, or Name of the Station removed from.	Name.	Quality.	D. D. Retired or Absent.	Date of Discharge or Removal, or Absent, or Resignation.	Preventive Station Removed to.	Cause of Discharge or Removal, and Remarks.
15 Aug 1826	16 July 1826	27 Aug "	Lambay	William	Chief Officer	Retired	5 June 1826	No. 1 of 1000	Retired
2 Oct 1827	6 Oct 1827	6 Oct 1827	Lambay	William	Chief Officer	Retired	5 June 1826	No. 1 of 1000	Retired

According to the 'Establishment' section at the top right of the page, there were 10 men at the station in a ratio of 1:1:2:6. From (possibly) April 5th 1826, the ratio was 1:1:2:5, and fell to 1:1:2:4 from January 5th 1828 (see below).

BOATS—6 Oared Galley. 4 Oared Gig. Other Boats.			Preventive Station.	Cause of Discharge or Removal, and Remarks.
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	
1 Chief Officer	1 Chief Boatman	2 Commissioned Boatmen	2 Boatmen	

William was removed from Lambay on April 5th 1834 and thereafter took up his post as a boatman

at Balbriggan. He seems to have replaced Hugh Dougherty who was removed to (illegible) on the same day. Unfortunately, neither the place nor the date of William's removal from Balbriggan is given. William is the last boatman on the list, which may suggest the station closed soon after his arrival (this was a misconception; see further below).

Date	Location	Name	Notes
31 Jan 1830	"	Nicholas Mayhem	
5 July 1830	Cooley Point	Hugh Dougherty	
3 Dec 1830	"	George Borghoff	
5 April 1831	"	John Jones	
5 Jan 1833	Baldoyle	David Ablett	
10 Oct 1833	"	Hugh Dougherty	
5 July 1834	Lambog	William Milner	

There are a further 2 boatmen on the list who do not have removal records: David Ablett, who arrived from Baldoyle in January 1833 (marked in red on the above record), and Alex Purvis, who has neither in nor out removal records.

Maria Newby Milner's marriage

I have highlighted **David Ablett's** record, as a Charles Ablett, son of a David Ablett, married William's daughter, Maria Newby Milner, at an unspecified place in Ireland on August 11th 1848. The groom's surname is transcribed as Abbott, but is surely Ablett, as Charles and Maria Newby Ablett later settled in Wigan, where William's eldest son Thomas also lived out his life. This suggests that both William and David continued to work and live in Ireland. It suggests also that their families were well known to each other.

Name	Maria Milner
Gender	Female
Marriage Date	11 Aug 1848
Marriage Place	Civil Records, , Misc, Ireland
Father	William Milner
Spouse	Charles Abbott
FHL Film Number	101296
Reference ID	2:VXBD0H

The original record has since been found at Irishgenealogy.ie. The marriage took place at the Registrar's Office in Drogheda on August 11th 1848. The couple were living at Boyne Terrace, Drogheda; Charles was a carpenter, while Maria was a tapmaker. Their parents, David Ablett and William Milner, were both said to be Coastguards. See 'Mouth of the Boyne' posting (below) for a map showing the location of Drogheda.

Page 36. 05384760

SCHEDULE G.] Registrar's District of <i>Drogheda</i>								
18 <i>th</i> . Marriage solemnized at the <i>Registrar's office</i> in the <i>Town</i> of <i>Drogheda</i> in the <i>County</i> of <i>Drogheda</i>								
No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
5	<i>11th August 1848</i>	<i>Charles Abbott</i> <i>Maria Milner</i>	<i>full age</i> <i>full age</i>	<i>Married</i> <i>Spinster</i>	<i>Carpenter</i> <i>Tapmaker</i>	<i>Boyne Terrace Drogheda</i> <i>Boyne Terrace Drogheda</i>	<i>David Ablett</i> <i>William Milner</i>	<i>Coastguard</i> <i>Coastguard</i>
Married in the <i>Registrar's office</i> according to the provisions of the Act 7 th and 8 th Victoria Chapter 81 by <i>James McKeon</i> by me, <i>John Magee</i>								
This Marriage was solemnized between us,		<i>Charles Abbott</i> <i>Maria Milner</i>			in the Presence of us,		<i>James McKeon</i> <i>William Milner</i>	
18 <i>th</i> . Marriage solemnized at _____ in the _____ of _____ in the _____								

The last of the officers listed at Balbriggan, Lieut. Robert Poole, who arrived from Cushendall on October 23rd 1835, similarly has no record of when and to where he was removed:

15 June 1831	"	42	Sherris	Lieut. J. Elliott	Remov'd	12 Dec. 1832	Case	Confid. 220/32
10 Oct. 1831	"		Love	Lieut. J. Parker	Remov'd	26 Dec. 1831	Nigen Head	See 3838/34
27 Nov. 1831	"		Nigen Head	M. Geo. Burtchell	Remov'd	27 May 1835	Stannin Bay	Request for 4/125
27 May 1835	"		Stannin Bay	Lieut. Geo. Donnelly	Remov'd	23 Oct. 1835	Ballycotton	See 354/35
23 Oct. 1835	"		Cushendall	Lieut. Robt. Poole				

Neither do the final 2 commissioned boatmen listed, Thomas Hinckley who arrived on April 5th 1833, and Robert Clenochan, who arrived on October 10th 1834:

27/3			Nigen Head	Lieut. J. Elliott	Remov'd	12 Dec. 1832	Case	Confid. 220/32
31/3			Love	Lieut. J. Parker	Remov'd	26 Dec. 1831	Nigen Head	See 3838/34
27/11/31			Nigen Head	M. Geo. Burtchell	Remov'd	27 May 1835	Stannin Bay	Request for 4/125
10/10/31			Stannin Bay	Lieut. Geo. Donnelly	Remov'd	23 Oct. 1835	Ballycotton	See 354/35
23/10/35			Cushendall	Lieut. Robt. Poole				

It can be seen from the above that the last officers to be given a place of removal were removed in May and October 1835, while the last commissioned boatmen to be given a place of removal were removed in April 1833 and October 1834.

The lack of removal dates and places for the above 6 men may simply be an administrative oversight and it seems very possible they continued to work in the Coastguard Service.

And so they did - and in the very same place. There was a change of district for the station at Balbriggan to something indecipherable that was later crossed through and then Malahide was inserted, with the numbers 3 119/5 written after it; the above may account for the incompleteness of the earlier records.

The station had 8 men stationed in it in the familiar ratio of 1:1:2:4.

Reference	Date of Appointment to this Station	From whence Nominated or Station removed from.	Name	Quality	D. D. D. Remov'd or Absconded.	Date of Discharge or Removal, or Time D. D. or Absconded, &c.	Station removed to	Cause of Discharge or Removal, and Remarks
294			Balbriggan	Dublin	Balbriggan Malahide 3194			Establishment, 1 Chief Officer. 1 Chief Boatman. 2 Comm'd. Boatmen. 4 Boatmen.
R 300	5 May 1832	Off. Portlaine	M. Henry Broder	Chief Officer	Remov'd	26 Dec. 1831	Nigen Head	Good attendance
R 301	10 Oct. 1831	Love	Lieut. J. Parker	Chief Officer	Remov'd	26 Dec. 1831	Nigen Head	do
R 302	27 Nov. 1831	Nigen Head	M. Geo. Burtchell	Chief Officer	Remov'd	27 May 1835	Stannin Bay	do
R 303	27 May 1835	Stannin Bay	Lieut. Geo. Donnelly	Chief Officer	Remov'd	23 Oct. 1835	Ballycotton	do
R 304	23 Oct. 1835	Cushendall	Lieut. Robt. Poole	Chief Officer	Remov'd	23 Oct. 1835	Ballycotton	do
R 305	27 Oct. 1834	Malahide	Thomas Hinckley	Boatman	Remov'd	27 Oct. 1834	Malahide	do
R 306	10 Oct. 1834	Malahide	Robert Clenochan	Boatman	Remov'd	10 Oct. 1834	Malahide	do

At the top of the right-hand page (see below), the station number appears to have been changed from the printed 245 to the hand-written 294. In what looks like '1834' the station had a ratio of

1:1:2:5, but this was reduced to 1:1:2:4 at some unspecified later date:

It seems that most of the men's records from the earlier sheets were transferred across, including Lt. Robert Poole, officer, Thomas Hinckley and Robert Clenochan, commissioned boatmen, and Alexander Purvis, boatman. David Ablett (see below), boatman - who I have again marked in red - is there too and is said to have been removed to Nanny Water (which is in the district of Drogheda) on November 19th 1836.

William Milner, boatman, who had been removed from Lambay Island on April 21st 1834 (reference R2764), was removed to Mouth of Boyne on June 25th 1838; R4261 is written in the final column headed 'Cause of discharge or removal, and remarks'. He was stationed at Balbriggan for 4 years and 2 months.

Thanks to Wikipedia for the following historical information for Balbriggan, which includes a mention of the coastguard station; it is taken from Lewis's Topographical Directory of Ireland, 1837.

The fishery, since the withdrawing of the bounty, has very much diminished: there are at present only 10 wherries or small fishing boats belonging to the port. The village carries on a tolerably brisk coasting trade: in 1833, 134 coal vessels, of the aggregate burden of 11,566 tons, and 29 coasting vessels of 1,795 tons, entered inwards, and 17 coasters of 1,034 tons cleared outwards, from and to ports in Great Britain. The harbour is rendered safe for vessels of 150 tons' burden by an excellent pier, completed in 1763, principally by Baron Hamilton, aided by a parliamentary grant, and is a place of refuge for vessels of that burden at 3/4 tide. A jetty or pier, 420 feet (130 metres) long from the N. W. part of the harbour, with a curve of 105 feet (32 metres) in a western direction, forming an inner harbour in which at high tide is 14 feet (4.3 metres) of water, and affording complete shelter from all winds, was commenced in 1826 and completed in 1829, at an expense of £2,912-7s-9d, of which the late Fishery Board gave £1,569, the Marquess of Lansdowne £100, and the remainder was subscribed by the late Rev. Geo. Hamilton, proprietor of the village. At the end of the old pier there is a lighthouse.

The Drogheda or Grand Northern Trunk railway from Dublin, for which an act has been obtained, is

*intended to pass along the shore close to the village and to the east of the church. The market is on Monday, and is abundantly supplied with corn, of which great quantities are sent to Dublin and to Liverpool; and there is a market for provisions on Saturday. Fairs are held on the 29th of April and September, chiefly for cattle. A market house was erected in 1811, partly by subscription and partly at the expense of the Hamilton family. The village is the headquarters of the constabulary police force of the county; and near it is a Martello tower (see photograph below) with a **coast guard station**, which is one of the nine stations within the district of Swords. Petty sessions for the northeast division of the county are held here every alternate Tuesday.*

<https://en.wikipedia.org/wiki/Balbriggan#History>



The above photograph shows Balbriggan Martello tower. The coastguard station was possibly in the tower, or close by - see Wikipedia article above. Photo

https://c2.staticflickr.com/8/7236/7199189242_e54c617a5e_b.jpg

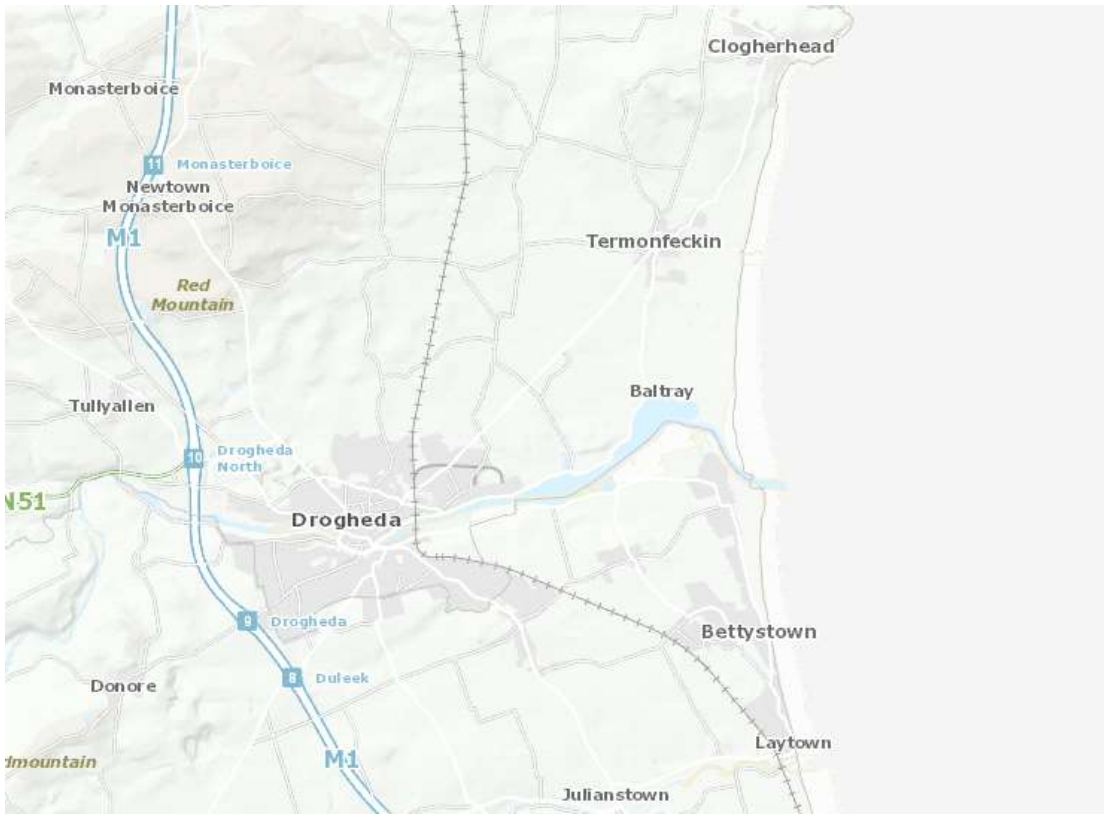
Posting 10

Mouth of the Boyne: June 24th 1838 to December 21st 1844

The River Boyne flows into the Irish Sea near Drogheda (the mouth of the river is marked in yellow). Balbriggan, William's former station, is 9 miles to the south, while Dublin is 26 miles directly south of Drogheda.



It is not currently known exactly where the coastguard station was situated.



Mouth of the Boyne Preventive Station, number 291, was of the port of Drogheda in the district of Malahide (3 199 over 3 stroke 3 - the meaning of most of the numbers following such entries is not yet known). It had formerly been in the district of Dundalk and then the district of Swords. Its cohort numbered 1 chief boat man, 2 commissioned boatmen, and 3 boatmen. There was no designated chief officer.

291 Station		Port		District		Establishment		
Mouth of the Boyne		Drogheda		Malahide 3199/43		{ Chief Officer. / Chief Boatman. 2 Comm'd. Boatmen. 3 Boatmen.		
Reference	Date of Appointment to the Station	From whom Nominated or Station removed from	Name	Quality	D. D. Removed or Absconded	Date of Discharge or Removal, or Time D. D. or Absconded, &c.	Station Removed to	Cause of Discharge or Removal, and Remarks

William was appointed to this station on June 24th 1838 (reference R4261), having been removed from Balbriggan 294. After a period of some 6 years and 6 months, he was removed from here on December 31st 1844 and transferred to Morris Castle. 'Mackallum' is written in the final box, which may be a reference to the man William replaced - a James Mackallum, the first name in the records, was removed from here on June 26th 1838, 2 days after William arrived. The National Archive reference for these records is ADM 175/19_9.

Reference	Date of Appointment to the Station	From whence Nominated, or Station removed from	Name	Quality	D. D. Reason or Absconded	Date of Discharge or Removal, or Time D. D. or Absconded etc.	Station Removed to	Cause of Discharge or Removal, and Remarks
	5 Jan 1826	Old Kalahiee	James MacCallum	Bestman	Retired	26 June 38	Wellington	R 1262
	10 May 1827	Wellfleet	Thomas Mils	Bestman	Retired	26 June 38	Wellington	R 773
R 10575	10 May 1827	Quincy Pond	Hugh Murray	Bestman	Retired	20 Oct 32	Totipotone	R 1516
R 1412	10 May 1827	Wellfleet	Arch Munk	Bestman	Retired	26 June 38	Wellington	R 255
R 1755	17 Oct 1825	Nanny Mts	Robertson	Do	Retired	10 July 40	Wellington	R 76
R 1721	26 June 38	Wellfleet	William Milner	Do	Retired	26 June 38	Wellington	R 1996
R 1772	10 May 1827	Wellfleet	Charles Evans	Do	Retired	26 June 38	Wellington	R 1996
R 1760	26 June 38	Wellfleet	William Boyce	Do	Retired	26 June 38	Wellington	R 1996
R 313	10 May 1827	Nanny Mts	Joseph Lindsay	Do	Retired	26 June 38	Wellington	R 1996
R 1913	10 May 1827	Wellfleet	Isaac Peace	Do	Retired	26 June 38	Wellington	R 1996
R 1996	15	Wellfleet	Benjamin Collett	Do	Retired	26 June 38	Wellington	R 1996

William Milner is mentioned at the bottom right of the page:

Dec 1844	Harris Castle 20	R 1996	MacCallum
Dec 1844	allowed £25 for one year	3/19/44	J. V. C. 80
Dec 1844	Port Bush 265	R 1997	Alteration
			William
			Lindsay

It appears that he was replaced by the person named on that line, one Isaac Peace, who arrived at the station on January 9th 1845.



Regarding the River Boyne, Wikipedia states the following:

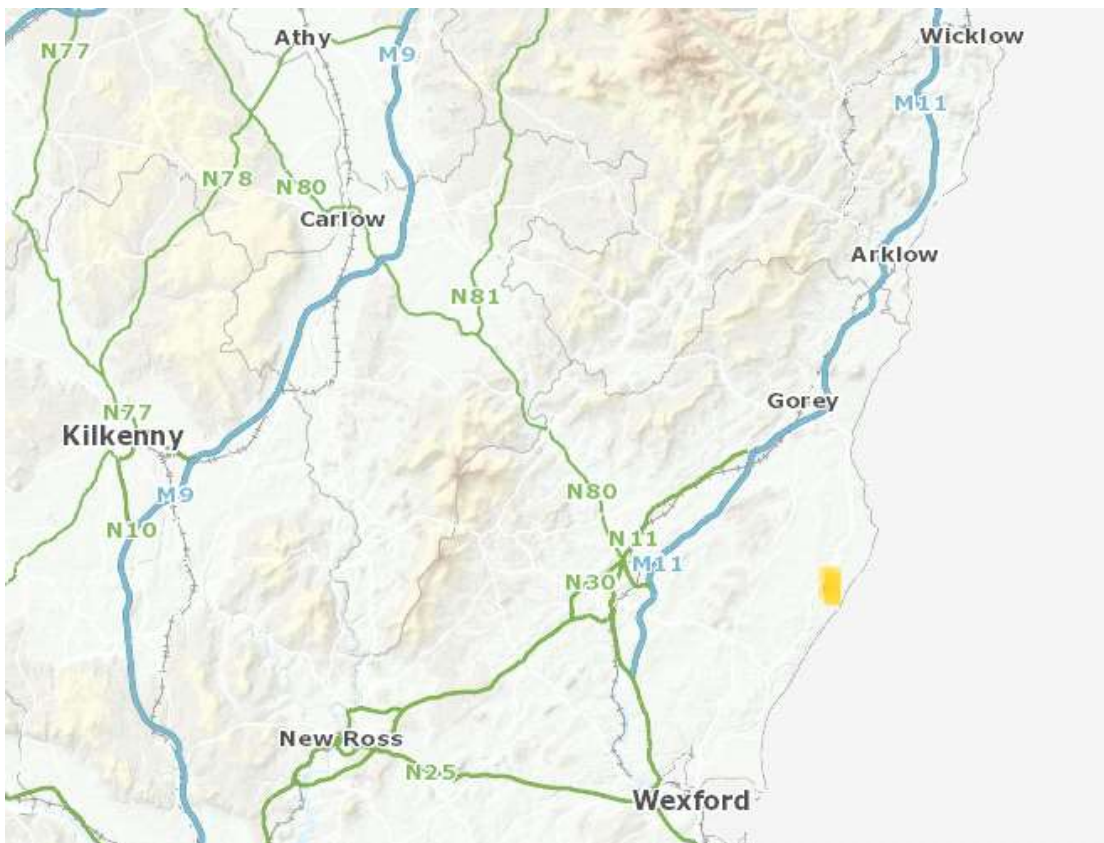
The River Boyne (Irish: An Bhóinn or Abhainn na Bóinne) is a river in Leinster, Ireland, the course of which is about 70 miles long. It rises at Trinity Well, Newberry Hall, near Carbury, County Kildare, and flows towards the Northeast through County Meath to reach the Irish Sea between Mornington, County Meath, and Baltray, County Louth.

Despite its short course, the Boyne has historical, archaeological and mythical connotations. The Battle of the Boyne, a major battle in Irish history, took place along the Boyne near Drogheda in 1690 during the Williamite war in Ireland. It passes through the ancient town of Trim, Trim Castle, the Hill of Tara (the ancient capital of the High King of Ireland), Navan, the Hill of Slane, Brú na Bóinne (a complex of megalithic monuments), Mellifont Abbey, and the medieval town of Drogheda. In the Boyne Valley can also be found other historical and archaeological monuments, including Loughcrew, Kells, Celtic crosses, and castles.

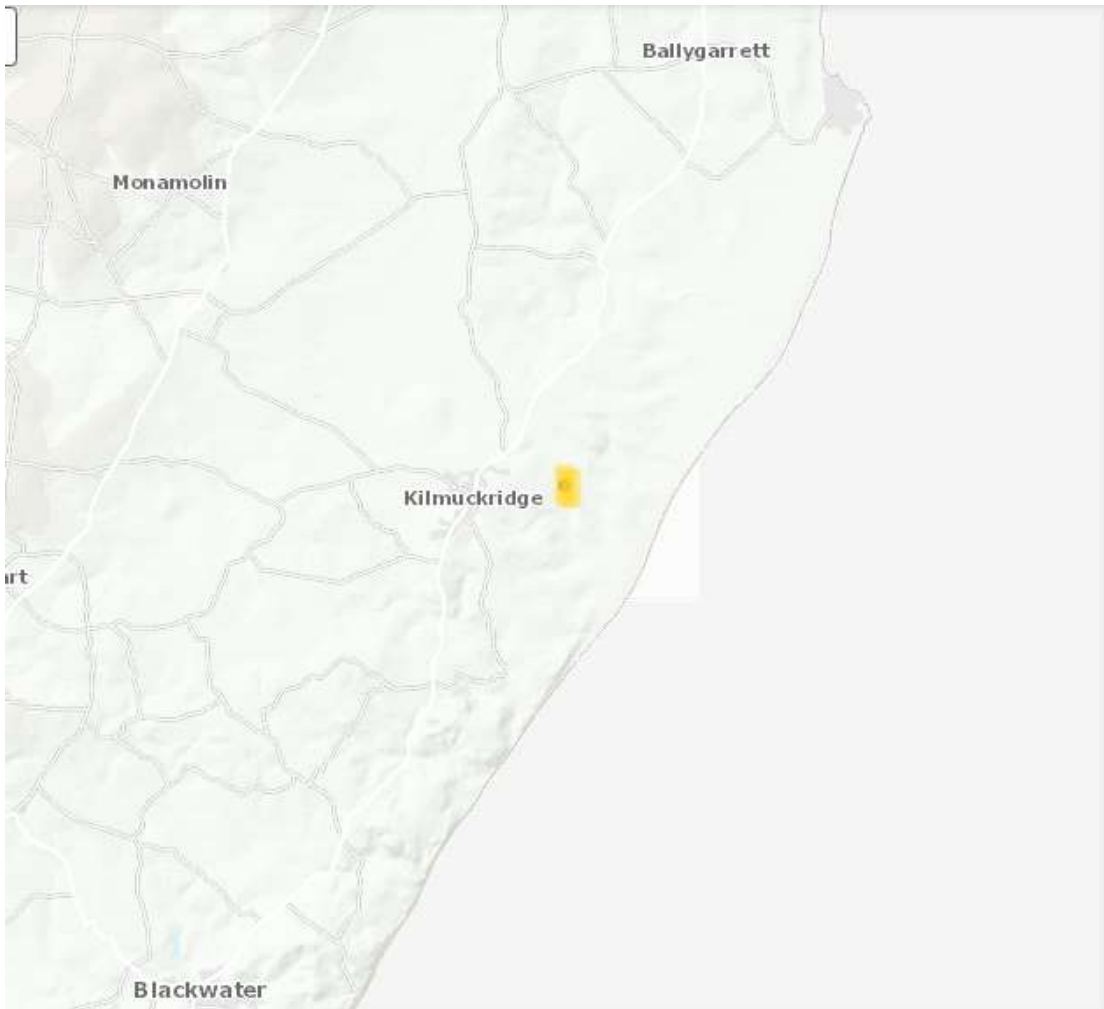
Posting 11

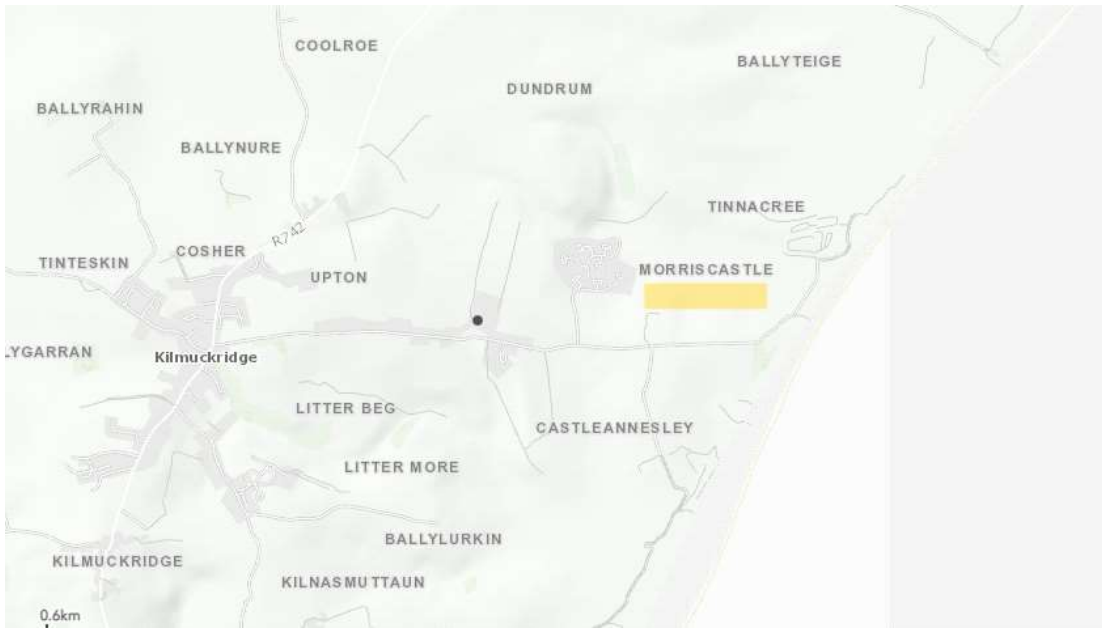
Morris Castle: December 31st 1844 to William's discharge on June 18th 1846

Morriscastle, as it is written today, is a village on the eastern Irish coast, 15 miles NE of Wexford and 33 miles south of Wicklow.



Just over a mile from Kilmuckridge, Morriscastle has Ballygarrett to the north and Blackwater to the south, both of which were former coastguard station.





Thanks to Geohive for the above maps <https://webapps.geohive.ie/mapviewer/index.html>

Morris Castle Preventive Station was of the port of Wexford in the district of Wexford. The station was formerly at Currycloe (12 miles to the south), but was apparently moved to Morris Castle by an order dated October 16th 1843. The station's cohort was 1 chief boatman, 1 commissioned boatman, and 2 boatmen. As at William's previous station at Mouth of the Boyne, there was no chief officer.

Station.	Port.	District.	Establishment.					
20 Morris Castle Currycloe	Wexford	Wexford	- Chief Officer. / Chief Boatman. / Comm'd. Boatmen. / 2 Boatmen.					
Reference	Date of Appointment to this Station	From whence Nominated or Station removed from.	Name	Quality.	D. D. D. Removed or Absconded.	Date of Discharge or Renewal, or Time D. D. or Absconded, &c.	Station Removed to	Cause of Discharge or Renewal, and Remarks

William's record (see below) is the last on the page. The record sheet, as with the one at Balbriggan, is discontinued and does not give William's removal date. It does state he arrived at Morris Castle from Mouth of the Boyne 291 on December 31st 1844. He was, as he had been throughout his career, a boatman. 'Henry Leader' is written in the final column and this may be the man William replaced: Henry's record, 3 lines above William's, states he was discharged on August 24th 1844. Note the '£25' in the Henry's penultimate column.

Morris Castle's station number appears to have been changed from the printed 19 to the hand-written 20. It can be seen how the station's staffing levels had changed since its establishment in 1822, from 1:3:4 in that year, to 1:2:3 in 1826, to 1:1:2 in 1827 and 1:1:2 from 1843; the station never had a chief officer.

Reference	Date of Appointment to the Station	From whence Nominated, or Station removed from	Name	Quality	D. D. Removed or Absconded	Date of Discharge or Removal, or Time D. D. or Absconded, &c.	Station removed to	Cause of Discharge or Removal, and Remarks
	31 Jan 1829	Wexford	James M. Donald	Boatman	Rem ^d	20 Aug 40	Lackan	16.025
R 3550	18 May 1829	Wexford	Joseph P. White	Boatman	Rem ^d	10 Feb 32	Wexford	14-3-32 R 6221
R 3456	15 Feb 1823	Wexford	Geo. Sparks	Boatman	Rem ^d	12 Apr 33	Wexford	R 7130
R 7131	22 Apr 1823	Wexford	Stephen Newman	do	Rem ^d	7 Jul 35	Blackwater	R 2505
R 2604	17 Jul 33	Blackwater	John Brambridge	do	Rem ^d	21 Feb 43	Wexford	17 33
R 34	31 May 42	Wexford	John do Gorman	do	do	do	do	do
R 1091	21 Feb 43	Wexford	Henry Leader	do	Disch ^d	15 Jun 44	Wexford	£25 Annun 3 22/70/44
R 1996	15 Jun 44	Wexford	James White	do	Rem ^d	15 Jun 44	Wexford	3 22/70/44
	31 Dec 1844	Mouth of the Boyne	William Milner	do	do	do	do	do

The above records are from the National Archive, reference ADM 175/17_1. A scrolled search through further records found the following at ADM 175/19_1.

The sheet is numbered 29, which may indicate another new station number.

Station.	Port.	District.	Establishment.
Morris Castle	Wexford	Wexford.	

Reference	Date of Appointment to the Station	From whence Nominated, or Station removed from	Name	Quality	D. D. Removed or Absconded	Date of Discharge or Removal, or Time D. D. or Absconded, &c.	Station removed to	Cause of Discharge or Removal, and Remarks

William Milner, boatman, who arrived from Mouth of the Boyne on December 31st 1844, was discharged on June 30th 1846. He had been at Morris Castle for about 18 months.

Chief Officer	Chief Steward	Chief Cook	Steward	Total	Authority	Register of Papers				
1	1	2	4	16 Feb 1843	3, 3, 4					
1	1	3	5	18, 18 of 18 December 1850	273					
1	1	3	5	18 22 21 - 1 Feb 51	4					

Wexford

Measure	Date of Appointment to this Station	From whence Nominated, or Station removed from	Name	Quality	D. D. Removed or Absconded	Date of Discharge or Removal, or Time D. D. or Absconded, &c.	Station removed to	Cause of Discharge or Removal, and Remarks
1840	15 Jan 1840	Kilmore	Edmund Woolcock	Boatman	Rem'd	31 Aug 1845	Kilmore, 38	Request R 2546
1841	21 Dec	North of Boyne	William Wilson	"	Reid	30 Jan 1846	Allt. frary	P.L. 11 Aug 1846 3 11/2 1846
1842	13 Sep 1842	Long Point	Richard Bennett	"	Rem'd	16 Oct 1848	Curracloe 28	P. Request R 6035
1843	3 Oct 1843	Kilmichael 21	Thomas Monahan	"	Rem'd	8 Sept 1849	Curracloe 28	Request R 6035
1844	8 Sept 1844	Kilmore 38	Edward Neary	"	Rem'd	2 Feb 1849	Curracloe 28	Request R 6035
1845	29 Dec 1845	Dobbin 141	James Parnell	"	Rem'd	27 April 1850	Curracloe 28	Request R 6035
1846	14 April 1846	Opulais 101	John Harris	"	Rem'd	21 Aug 1850	Ballyconig 27	Request R 6035
1847	1 June 1847	East Cove 101	John Williams	"	Rem'd	5 April 1851	Curracloe 28	Request R 6035
1848	6 Sept 1848	Curracloe 28	William Newman	"	Rem'd	21 May 1851	Curracloe 28	Request R 6035
1849	19 Dec 1849	Curracloe 28	William Healy	"	Rem'd	4 Feb 1852	Curracloe 28	Request R 6035
1850	21 May 1850	Curracloe 28	Edward Jeffers	"	Rem'd	11 Feb 1852	Curracloe 28	Request R 6035
1851	11 Dec 1851	Curracloe 28	John Williams	"	Rem'd	19 Aug 1851	Curracloe 28	Request R 6035
1852	19 Feb	Curracloe 28	Donald Gray	"	Rem'd	29 Aug 1852	Curracloe 28	Request R 6035
1853	6 May 1853	Curracloe 28	William Smith	"	Rem'd	29 Aug 1852	Curracloe 28	Request R 6035
1854	6 Sept 1854	Ballyconig 27	John Hoane	"	Rem'd	29 Aug 1852	Curracloe 28	Request R 6035
1855	18 June 1855	Curracloe 28	Conrad W. Flynn	"	Rem'd	29 Aug 1852	Curracloe 28	Request R 6035

A close-up of the final 2 columns appears to show, amongst other things, the financial implications of his discharge (see below); however, an amount is not stipulated after the £ sign (an amount is given in other discharge records - e.g. see Henry Leader's record on the 1st Morris Castle boatmen's sheet, above) and the other information, though legible, is currently indecipherable:

All £ for 1 yr T.L. 11 Aug 1846 3 182/20 1846

Aug 1845	Kilmore, 38	request R 2546
Jan 1846	Allt. frary	T.L. 11 Aug 1846 3 11/2 1846
1848	Curracloe 28	P. Request R 6035

Wikipedia provides the following information regarding Morriscastle:

Morriscastle (Irish: Caisleán Mhurchú) is a coastal village that is situated 2 km from Kilmuckridge village in County Wexford, Ireland.

Morriscastle Beach is a part of a number of beaches that stretch for approximately 14 miles from Cahore point to Curracloe in County Wexford and this sheltered stretch is known locally as the Golden Mile.

Morriscastle was once the site of a medieval Norman Castle and the ruin is visible from the roadway and is part of a national heritage site - Kilmuckridge Tinnaberna Sandhills. The nearest shipwreck lies off the coast of nearby Ballyconigar beach; the Pomona sank in 1859, losing 380 passengers while sailing from Liverpool to New York.

<https://en.wikipedia.org/wiki/Morriscastle>



Morriscastle beach. Photo: <https://www.thebeachguide.co.uk/public/geophotos/5017468.jpg>

William Milner's career with the coastguards began on January 19th 1821, when he was about 26 years old. He served at Robin Hood's Bay, Scarborough, Aldeburgh, Sizewell Gap, Bovisand Bay, Lambay Island, Baldoyle, Lambay Island again, Balbriggan, Mouth of the Boyne, and Morris Castle, where he was discharged, aged about 52, on June 30th 1846, after over 25 years in the service.

What became of William and his wife Mary, their son William Newby and daughter Christiana is not currently known. Unfortunately, Irish census records do not seem to exist for this period and most parish records do not appear to currently be available online. Son Thomas became a master watch and clock maker in Wigan and, as mentioned earlier, daughter Mary Anne married James McKey in Drogheda in 1847, while daughter Maria Newby married Charles Ablett in Drogheda, Ireland, in 1848 and later, like her brother, settled in Wigan. Son Samuel Newby married in Wigan in 1856 and in Birkenhead in 1864, but seems to have avoided most censuses (1861 excepted, where he was a neighbour of his sister and her family). Samuel Newby's July 20th 1856 Wigan marriage record does include the information that his father, an unnamed revenue officer, is deceased; the exact date or place of William's death or burial is not yet known. Samuel Newby Milner died in Liverpool in 1864.

1850. Marriage solemnized at *St James* in the Parish of *Wigan* in the County of *Lancashire*

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
92	July 20 th	Samuel Newby Milner Elizabeth Parry	26 20	Bachelor Spinster	Lower Middle —	Lower Middle Lower Middle	Deceased Lewis Parry	Deceased Deceased

Married in the *Second Church of St James* according to the Rites and Ceremonies of the Established Church, by *William Jellison* or after *Deceased* by me,

This Marriage was solemnized between us, *Samuel Newby Milner* in the Presence of us, *Lewis Parry* *Mary Parry* *William Jellison* *Deceased*

William and Mary Milner's children's strong link to Wigan cannot yet be fully explained, though current research suggests that William may have had a sister Elizabeth, who was born in Brighthouse in 1791 (from 1851 Wigan census) and married watchmaker William Barton in Manchester in 1830; Elizabeth's illegitimate son George Esplin, born in Manchester in 1819, became a watchmaker and was in a business partnership with his mother (Esplin and Barton, watch and clock makers) which was dissolved in 1840. George was head of the household in the Wigan census return of 1841, in which his mother featured and in which Thomas Milner and Maria Milner were also listed. Though this census return already appears near the beginning of this piece, I have inserted it again here for reference:

do	1	George Esplin	20	Watch Maker	4	
		Elizabeth Barton	50			Yorkshire
		Thomas Milner	20	Watch maker		Lincolnshire
		Maria Milner	15	Widow		do
		Jane Milward	30	Milliner	4	
do	1	Robert Haselden	35	Epicer	4	
			28			

It could be that Thomas, the eldest Milner child, was sent to his aunt's in Wigan to be an apprentice watch and clock maker, possibly when he was 14 or so (about 1832) - there was famine and civil unrest in Ireland at this time and opportunities for a young man would have been few. His sister Maria Newby followed as soon as she was old enough and worked as a female servant to the family, though returned to Ireland at some unknown date and married there in 1848.

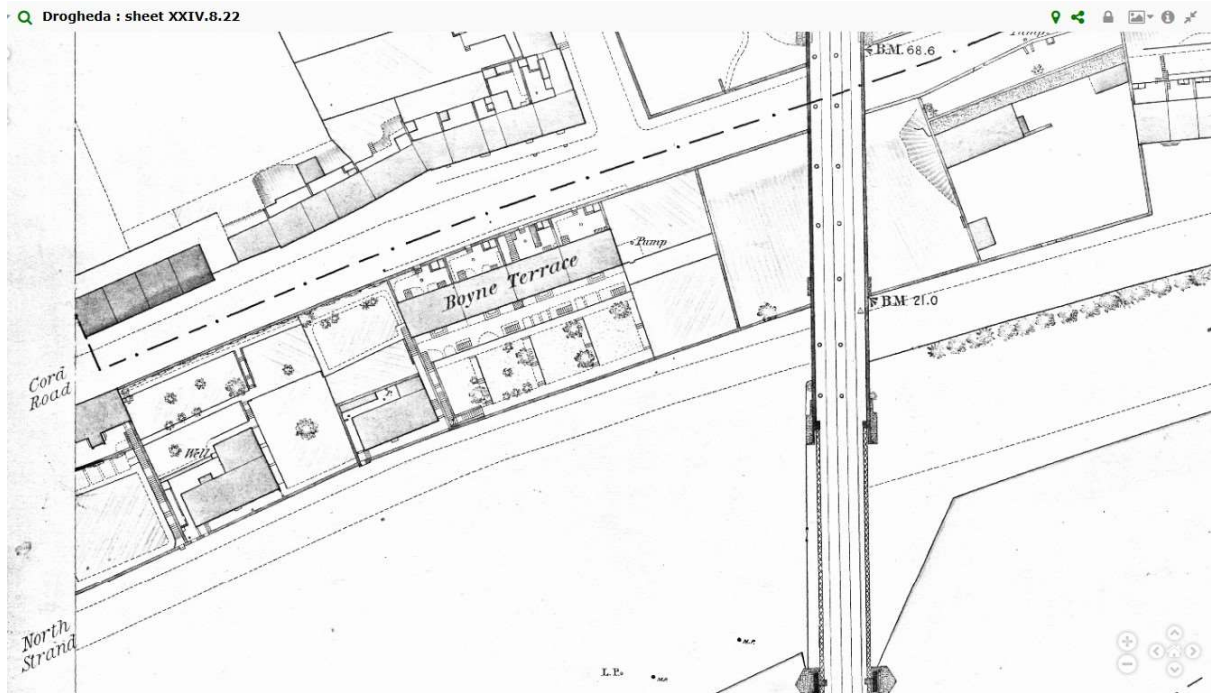
As mentioned earlier, a further search through the records on Irish Genealogy produced an unexpected result for St Peter's Church, Drogheda, the marriage after banns on June 12th 1847 of James Mckey, 24, a bachelor and engine fitter of St Peter's, Drogheda, and Mary Ann Milner, 24, a spinster of Boyne Place, Drogheda. The fathers were given as James McKey, a sailor, and William Milner, who was said to be 'on coast guard service'. The witnesses were James Colville and Felix Craddock.

1847. Marriage solemnized at <i>the Parish Church</i> in the <i>Parish of St Peter</i> in the <i>Town of Drogheda</i>								
No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
22	June 12 1847	James M ^c Key	24	Bachelor	Engine fitter	St Peter's Parish of Drogheda	James M ^c Key	Sailor
		Mary Anne Milner	24	Spinster	—	Boyne Place Drogheda	William Milner	on Coast Guard Service
Married in the <i>Parish Church</i> according to the Rites and Ceremonies of the United Church of England and Ireland, <i>by Deans</i> by me, <i>Wm. M. Beauford</i>								
This Marriage was solemnized between us,		<i>James M^cKey</i>		in the Presence of us,		<i>James Colville</i>		
		<i>Mary Anne Milner</i>				<i>Felix Craddock</i>		

Though William had been discharged from the service in June 1846, it seems likely his lifetime's work would still have been relevant in the circumstances of his daughter's wedding.

This is the only record that can currently be firmly connected to Mary Ann and is so far the only evidence of her existence; no baptism can be found, despite a manual and visual search through all Scarborough baptism records from 1820 to 1824, 1824 being the year in which sister Maria Newby was baptised (according to William's service record, Scarborough is where the family were living in 1823, when Mary Ann was born). Mainland census records exist which contain James and Mary Ann McKey of about the correct ages, though there is nothing in them to firmly tie them to people from my family tree; the surname can be written in several ways - McKee, Mckie, McKay, Mackay, etc - and is thus quite a common name and difficult to trace.

Mary Ann was said to be of Boyne Place when she married in 1847, while sister Maria Newby's address was given as Boyne Terrace when she married in 1848. Boyne Terrace appears to be still standing to this day, whereas Boyne Place cannot be found on modern maps, nor on the series of maps to which the below Drogheda map belongs. It is possible that 'Boyne Place' was simply a clerical error and that perhaps the whole Milner family was living in Boyne Terrace, Drogheda around those dates. The below 1870 map showing Boyne Terrace on Cord Road, Drogheda is courtesy of UCD Digital Library and can be found at <https://digital.ucd.ie/view/ucdlib:41339>



The following screenshot of the street view from Google Maps shows the terrace behind the wall in the foreground and the viaduct that crosses the River Boyne in the background.



The table below contains the records of William's career in the preventive service/coastguards. He was a boatman throughout all of this time.

Date of order of nom.	Date of appointment	From whence nominated or removed	Reference number	Current station	To what vacancy appointed	Date of discharge or removal	Reference	Station removed to	Cause of discharge or removal	Days in post
	Jan 29 1821	Grimsby	603	Robin Hood's Bay	Wm Simpson R	Nov 22 1821	4379/20	Removal of station to Scarborough		297
Jan 18 1821	Nov 22 1821	Robin Hood's Bay		Scarborough						1775
	Oct 2 1826	Scarborough	R507c	Bovisand bay	T Roach	May 12 1828	1529	Aldebrough 332	Circular 10/28	588
	May 12 1828	Bovisand bay	R1529	Aldebrough	T Gooding	Oct 28 1828	1778	Sizewell Gap	9447/28	169
	Oct 28 1828	Aldebrough	R1778	Sizewell Gap	Peter Carline	Dec 16 1831	5145	Lambay Island	653/31	1144
	Dec 16 1831	Sizewell Gap	R/57/31	Lambay Island		Apr 5 1833		Baldoyle	See 1457/33	476
	Apr 5 1833	Lambay Island		Baldoyle		Oct 10 1833		Lambay Island		188
	Oct 10 1833	Baldoyle		Lambay Island	Hugh Dougherty	Apr 5 1834		Balbraggan	1298/34	177
	Apr 5 1834	Lambay Island	R2764	Balbriggan		Jun 25 1838		Mouth of the Boyne	R4261	1543
	Jun 24 1838	Balbriggan	R4261	Mouth of the Boyne	James Mackallum	Dec 31 1844		Morris Castle 20	R1996	2382
	Dec 31 1844	Mouth of the Boyne		Morris Castle	Henry Leader	Jun 30 1846		Discharged		546
									total	9283
William Milner's Coastguard Records 1821-1846										