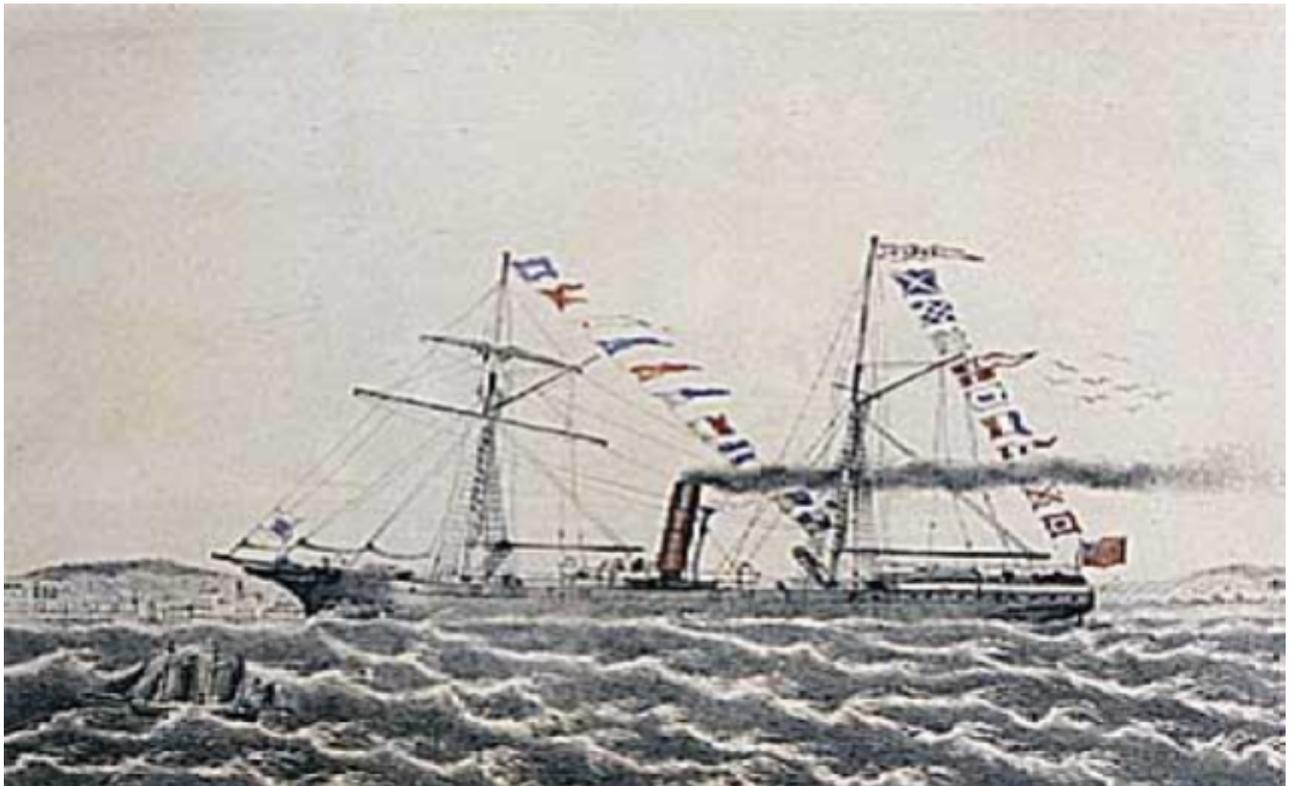




**Welsh Wreck Web Research Project
(North Cardigan Bay)**

On-line research into the wreck of the:

Eagle



SS London built by Gourlay and brothers 1853

Report compiled by:

Jerry Cross

Report Title: **Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
*Eagle***

Compiled by: **Jerry Cross**
jerry.cross@live.co.uk
Your
Contact
Details

On behalf of: **Nautical Archaeology Society**
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by: **Malvern Archaeological Diving Unit**
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

Date: **February 2021**

Report Ref:

1.0 Abstract

The Welsh Wreck Research Project is a volunteer effort, co-ordinated by MADU, to use online archives and books to research the fate of vessels that are supposed to have come to grief in the North part of Cardigan Bay of North Wales

This exercise was undertaken during the restrictions imposed by the covid 19 pandemic. All the research was therefore conducted online or by using available literary sources.

This report aims to research the history of *S.S.Eagle* and the circumstances behind her loss in Cardigan Bay whilst on a voyage between Swansea and Dublin on 29th July 1879.

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2.4 Contributors

Tom Bennett, author of many books about shipwrecks along the coast of Wales.

Ian Cundy Malvern Archaeological Diving Unit (MADU)
and Nautical Archaeology Society (NAS)

Guy Middleton A diver based in West Wales

2.5 Abbreviations

LR	Lloyds Register
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
URL	Uniform Resource Locator

3.0 Research Methodology

Research was conducted on a MacBook Pro with Catalina version 10.15.7 operating system.

I picked the story and the fate of *SS Eagle* because there did not appear to be any research done on this vessel and also because she was lost in 1879 it meant that there should be a lot of information available to me via online records.

My research started by consulting 'Larne and Larne' before moving onto Lloyd's Register (LR) to obtain more details of the construction, history of *Eagle* and more importantly the names of her various masters.

Using the key words of *Eagle* and her captain at the time, I used British Newspapers Archive extensively to obtain further details of the life and times of *SS Eagle*, Welsh Newspapers Online was used occasionally.

'Wrecksite' <https://www.wrecksite.eu/> was consulted but there was no information. 'Coflein' <https://coflein.gov.uk/en/site/273381?term=eagle> produced results that would indicate that the site of *Eagle* had been located and possibly dived.

I was fortunate to be able to access the Board of Enquiry report via the Southampton Council Plimsoll project https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/14363.pdf the details contained within it form the basis of the later part of my report.

This research into *Eagle* has been limited to what is available online and with a few books on Welsh shipwrecks I have in my possession. To help future research I have endeavoured to produce a comprehensive list of references .

4.0

The History of SS *Eagle*

SS Eagle was built at Marine Parade, Dundee in 1858 by Gourlay Brothers. At this time Britain supplied at least 60 percent of the world's merchant fleet, the majority of which were sailing ships. This was also a time when technological advances enabled ship design to change radically, iron was replacing wood for construction whilst steam and screw propulsion was replacing sail. Gourlay Brothers were enterprising enough to seize upon all these new technological developments and thus put themselves at the forefront of a revolution in shipbuilding. (1)

Gourlay Brothers had a good relationship with Thomas Couper, the manager of the Dundee, Perth and London Shipping Co (DPLSC) and built eight steamboats for the company between 1856 and 1868, one of these was *Eagle*. (2)

On the 20th February 1858 the 'Dundee, Perth, Forfar and Fife People's Journal' published the following report concerning the launch of the Steamer *Eagle*.

The Dundee and Hull New Screw Steamer *Eagle*.

"On Saturday this handsome new steamer, built by Messrs Gourlay, Brothers & Co. for the Dundee and London and General Shipping Company, took a trial trip as far as the Bell Rock, when her speed exceeded the expectations formed of it, being close upon twelve knots. On her return she came up from the Bell Rock to Dundee—a distance of twenty two statute miles—in an hour and thirty-five minutes, which was very fast running. She has been built expressly for the Dundee' and Hull trade The accommodation for passengers is such to make her a favourite—the cabins for first-class passengers being in midships and on the deck before the engines, and are elegantly and comfortably fitted up. The second class cabins are also forward, and are well contrived. The cargo will be discharged by steam, there being steam crane forward and a steam winch aft, both constructed by Messrs Gourlay from their own designs. Altogether, the *Eagle* is a highly creditable addition to the fine fleet of the London Shipping Company". (3)

Eagle represented an early example of a screw propulsion, her launch date of 1858 was only thirteen years after that of Brunel's revolutionary SS *Great Britain*. The virtues of screw propulsion are extolled in an article by 'The Dundee, Perth and Cupar Advertiser' on Tuesday 25th May 1858.

Rapid Communication between Hull and Dundee

The new screw steamer *Eagle*, Captain Deadrick, has recently made a succession of very rapid passages between Hull and Dundee. On Saturday she left Hull at one o'clock in the morning and was in Dundee before eleven at night thus making the passage within twenty two hours.....There is no other steamer on the coast able to keep up with the *Eagle*, whose speed is worthy of her name, as although propelled by the screw, she has distanced the fastest paddle steamers with which she has come into competition. Her sea-going qualities- which have been well tested during the stormy weather since she commenced running - are also admirable; and in Hull, where there are so many steamers of all builds, she is considered a model." (4)

Eagle was thus employed in conveying passengers and cargo between Dundee and Hull under the command of captain Deadrick as can be seen in the following advert from the 'Sheffield Daily Telegraph'.

Sheffield Daily Telegraph - Saturday 11 June 1864

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OLD BRANCH.
GEORGE STREET, SHEFFIELD.
 DIRECTOR, Chairman.
 (SALMONSON BROTHERS and Co.)
 J.P. Deputy-Lieutenant for
 W. and (FAKE).
BANKING COMPANY.
BERHAMPTON BANKING COMPANY.
 CHAS. ESAM, Esq.
 D. M. JESSES, Esq.
DEPARTMENT.
 variety of form are granted with and
 Profits.
OFFITS.—Assurances on the Partic-
 ular to Four-fifths or Eighty per
 cents.
 small additional Premium, speci-
 fic be secured, in addition to partici-
 pation in profits.
 city, with Life Assurance, and on
 Policies, are granted.
ALS are allowed special advan-
 tages.—Liberal arrangements as to
 be reinstated on liberal terms.
MEDICAL FEES are Paid by the
DEPARTMENT.

Princess Alexandra & Co. Agents.
Steamers for St. Petersburg Town and Cronstadt Weekly
during the Season, and for the Baltic generally.
BAILEY and LEETHAM, Hull.

STEAM—HULL TO DUNDEE.

Whence there are Daily Conveances to
**PERTH, FORFAR, ARBROATH, MON-
 TROSE, &c.**

The Swift New Steam-ship **EAGLE**, Captain Deadrick,
 (built expressly for the Trade, and fitted up for safety with
 Water-tight Bulkheads) Sails between
HULL AND DUNDEE,
 (Weather and other Casualties excepted).

From HULL.		From DUNDEE.	
Friday,	May 6, at 5 p.m.	Tuesday	May 3, 12 night.
"	" 13, at 10 "	Wednesday	" 11, 5 a.m.
"	" 20, at 4 "	Tuesday	" 17, 10 p.m.
"	" 27, at 9 "	Wednesday	" 23, 4 a.m.
Friday,	June 3, at 4 p.m.	Tuesday	" 31, 10 p.m.
"	" 10, at 8 "	Wednesday	June 8, 4 a.m.
"	" 17, at 3 "	Tuesday	" 14, 9 p.m.
"	" 24, at 8 "	Wednesday	" 21, 3 a.m.
		Tuesday	" 28 9 p.m.

FARES.—Best Cabin, 10s.; Second Cabin, 7s.
To Dundee and Back, returning within a Month: Best Cabin,
 15s.; Second Cabin, 10s. 6d.
Steward's Fees (for Main Cabin only), 2s. 6d.
GOODS for this Conveyance should be specially ad-
 dressed to the care of the Agents,
THOMPSON, McKAY, and CO.,
 5, Railway-street, Hull; and
THOMAS COUPER, Dundee.
 Hull. 1864.

It is not known for how long this service was carried on as adverts for this service ceased to appear after 1866. *Eagle* is still listed in LR under the command of captain Deadrick but her voyages are not recorded in any newspapers.

Eagle was originally awarded the classification of 12A1 in 1858 so she was due another survey in 1870 and this might have prompted the DPLSC so sell *Eagle* as she is recorded as being sold to 'Barr & Fawcett' of Leith in 1871.(5)

'Barr and Fawcett' did not carry out a survey on *Eagle* and she ceased to appear in LR until 1874, from this date it was possible for a vessel to be listed in the Register without having had a survey and a classification.

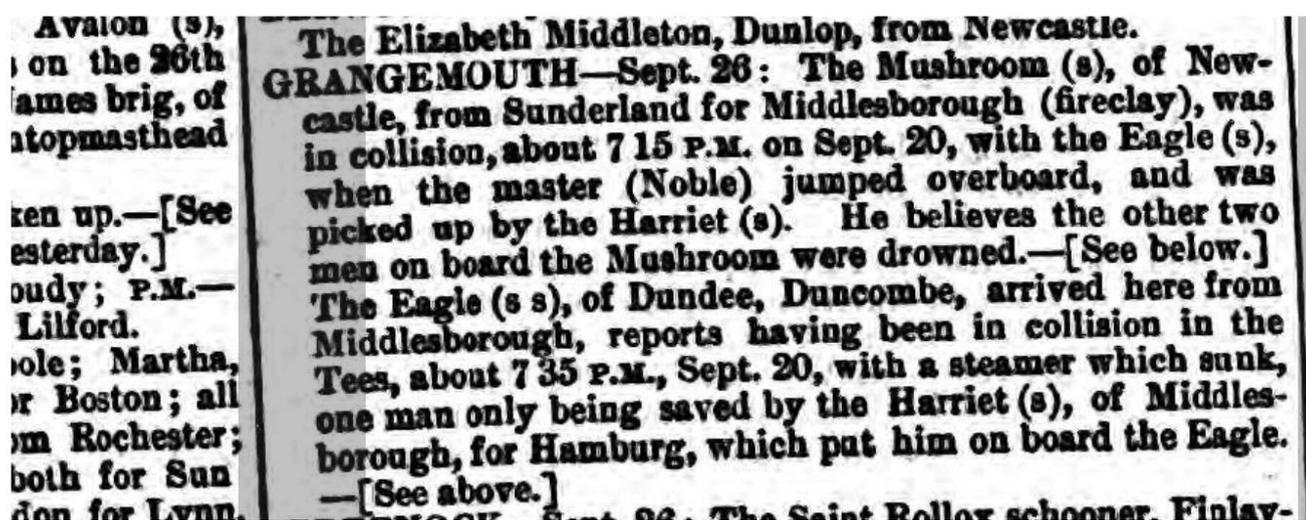
From newspaper reports at the time the new owners employed *Eagle* in carrying pig iron from Middlesbrough to Grangemouth, with an occasional trip to Rotterdam, under captain Duncombe (see appendix C). From the table it can be seen that *Eagle* had a busy schedule and would sometimes unload her cargo of pig iron in Grangemouth and commence her return journey to Middlesbrough on the same day.

During one of these trips *Eagle* grounded near the entrance of the river Carron at Grangemouth on September 7th 1871, but was successfully refloated on the following tide (6) and later that month on September 20th she was involved in a collision with a Steamer on the river Tees in Middlesbrough. The steamer sank and the only survivor was then transferred to *Eagle*.(7)

Shipping and Mercantile Gazette - Wednesday 27 September 1871



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Finally it seems that *Eagle* had had enough with her workload as the 'The Dundee Courier' on Thursday 14th December 1871 reported:

"Accident to A Dundee Steamer — The steamer *Eagle*, of Dundee, for Middlesborough, on Tuesday burst her boiler in the dock gates at Grangemouth, and was towed by the *Cupid* to Leith for repairs, her fires having been drowned out." (8)



Principle ports visited by *Eagle*

After this incident there are no more mentions of *Eagle* until she is taken over by John Newall Moore, a merchant of Neath, and registered in Swansea on the 19th April 1872. The transactions on the register reveal a mortgage with the West of England and South Wales Mutual Bank and then various lots of 8 shares being sold Henry MacPherson Clark of Creswell House, Maindee, near Newport, gentleman; William Edward Bevan Gwyn of Plas Cwrt Hix near Carmarthen; Thomas Garret of Weston-Super-Mare, gentleman; Edwin Newman of Manor House, Yeovil, and these shares being sold back to John Newall Moore in 1874.(9)

Eagle was now employed in carrying coal from either Swansea, Neath or Briton Ferry (these South Wales ports are very close to each other) to Ports in Northern France (see Appendix 4 for more a detailed breakdown of these voyages). Dublin and Belfast in Ireland were also served. There is no information as to what *Eagle's* return cargo might have been .

Eagle's boilers had been repaired and her engines overhauled by Messers Dudgeon of Millwall in 1873. Now under the captancy of Deadrick *Eagle* seemed to have a trouble free life until the 25th March 1878 when the 'Globe' on the 25th March 1878 reported that *Eagle* was stranded whilst trying to enter Hayle harbour and the heavy seas breaking over her had carried away her screw, rudder and stern post. The Hayle lifeboat remained with *Eagle* until it was considered that the lives of the crew were no longer in danger.(10)

Globe - Monday 25 March 1878

< Page 2 of 8 >

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

National Lifeboat Institution, was launched with all despatch, and was fortunately enabled to save the crew of the vessel, which is likely to become a total wreck."

From Hayle, Cornwall, a telegram says:—"The screw steamer *Eagle*, of Neath, while making for this harbour to-day, during a strong north-east wind, grounded on the Bar, and the heavy seas breaking over her, carried away her screw, rudder, and stern-post. The Oxford University Lifeboat *Isis*, belonging to the National Lifeboat Institution, and stationed at this place, promptly proceeded to her, and remained by her for an hour, until it was considered the lives of the crew were no longer in danger."

A telegram from Ramsgate says:—"Yesterday

The following article in Lloyd's List shows what a predicament *Eagle* was in as holes had to be cut in the hull to let water in and stop *Eagle* repeatedly pounding on that mound of copper dross during the gales that were reported at the time. (11)

Lloyd's List - Wednesday 03 April 1878

< Page 16 of 24 >

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

SALVAGE ASSOCIATION REPORTS.

EAGLE (s), Neath to Hayle. Ashore at Hayle.

At the request of underwriters on ship, an officer of the Committee (Capt. D. Russell) was despatched to this case on the 28th ult. He reports that the ship lies with her head to S. W. about one mile from Hayle. She is near the edge of the harbour channel. Under her is a quantity of copper dross, which forms a hard rough bank. She is nearly upright, and does not leak as yet; rudder and after stern-post gone. No cargo yet discharged. Tremendous gale for the last two days. Cut holes in the ship to let the water in, so that she has not moved much, and has sustained no more damage. Highest tide will be next Thursday, when it is hoped vessel will float.

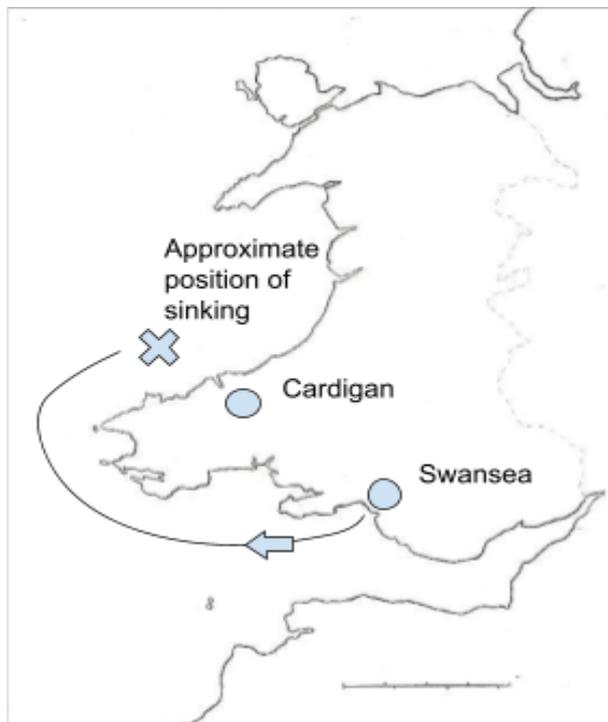
Eagle was repaired and put back into service, though it is not recorded whether the original stern assembly was recovered and refitted or whether *Eagle* was fitted with a completely new rudder, screw and stern post.

Is it possible that there are some pieces of *Eagle* lying in the sand of Hayle Bar?

4.1 The Final Voyage

For this next section I have quoted extensively from the court of enquiry.(1)

The *Eagle* left Swansea at 1pm. on the 28th July bound for Dublin with a crew of 13 hands and a cargo of 290 tons of coal with another 54 tons in her bunkers. The voyage was uneventful until they were North of the Bishop rock off the Pembrokeshire coast when the chief engineer observed more than the usual quantity of water in the bilges. The chief engineer turned the donkey engine on to clear the bilges, but soon after he noticed that the water in the boiler had run low. The chief engineer instructed the second engineer to use the donkey engine to fill the boiler and then after that was done to redirect the donkey engine to empty the bilges whilst he went on to examine the air pumps. On examination of the pump the chief engineer reported to the captain that the valve in the air pump had given way and that it would be necessary to reduce speed. By 11.30 *Eagle* was about 12 miles North of the Bishop when the engineer returned to the engine room to find that the water had risen above the stokehole plates. The engines were kept on slow until midnight when there was a sudden rush of water from the bottom of the port bunker. The chief engineer stopped the engines and instructed the second to open up the safety valve whilst he went on deck to tell the captain that the ship was sinking under their feet. Upon receiving this report the master ordered all hands on deck to get out the boats, the first to be launched was the jolly boat with the two engineers in it. The two lifeboats were launched and kept a distance from *Eagle* in case the boiler should explode. When all the steam had finally blown off the master, mate and one other crewman reboarded *Eagle* in order to retrieve the ship's papers and some of their effects. At quarter to seven *Eagle* finally sank. The jolly boat and its occupants had fallen in with one of the lifeboats and so transferred themselves across to that boat, setting the jolly boat adrift, the two lifeboats pulled for land eventually landing in Fishguard Bay in the afternoon.



4.2 Reasons for the loss of *Eagle*

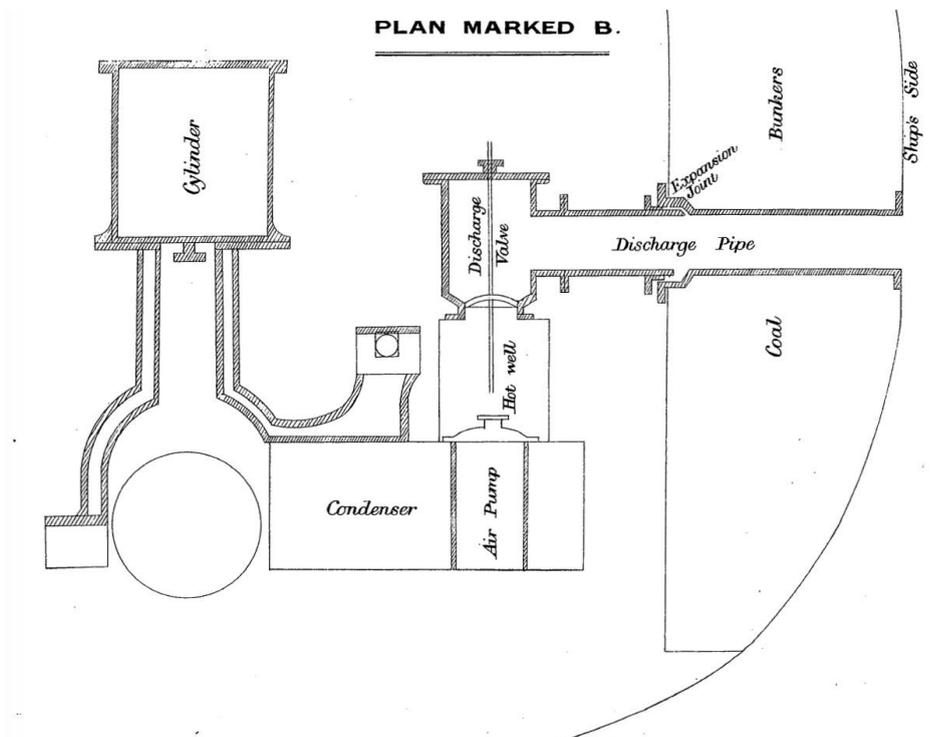
A court of enquiry was held at the Guildhall in Swansea on 22nd-23rd August 1879.

When asked whether *Eagle* was in a good and seaworthy condition, the court was told that Mr Moore had spent a considerable amount on her since he purchased her for £6,000 in 1872. The engines were overhauled by a respectable firm of engineers; Messers Dudgeon of Millwall in 1873 for a cost of £1,900 and in 1877 *Eagle* was fitted with new boilers at a cost of £980. The stranding on Hayle Bar had cost Mr Moore another £680 and this was followed by further repairs totalling £280. Finally *Eagle* had broken the screw shaft in Belfast which meant that £380 had to be spent on repairs. In addition to this considerable amount of money spent on *Eagle* Mr Moore had appointed a consulting engineer, Mr Jacobs, to supervise the repairs of the ship on a wage of £40 a year. The court was told that Mr Moore had done all he could to ensure that *Eagle* was in a good and seaworthy condition when she left Swansea.

The court then turned to the cause of the loss of the *Eagle*.

The prevailing sea conditions at the time ruled out the possibility of sea water coming from the deck so attention was drawn to the discharge pipe from the engine, the outlet, on the port side, being 18 inches below the load line when the ship was loaded. There was a discharge valve just above the engine before an expansion joint and then the pipe passed through the port coal bunker to the outside of the ship (see diagram below). A fracture in this pipe would mean that when the bunker was full of coal and the ship was fully laden sea water could enter the vessel undetected. It was claimed that because the discharge pipe passed through the port coal bunker, the pipe had not been examined by either the chief engineer or master.

Diagram of the discharge pipe arrangement as presented to the court of enquiry.



Mr Jacobs, the supervising engineer, had appointed a Mr Milner to supervise repairs to the ship after the stranding in Hayle in 1878 and Mr Jacobs recalled that the pipe was not pitted or corroded. Considering the ample powers that had been bestowed on Mr Jacobs, the court considered that he had been negligent in not suggesting that the discharge pipe should have been rerouted around the coal bunker. The court viewed that the chief engineer's (Mr Cambridge) excuse of not examining the discharge pipe because the bunker was always full of coal was not plausible arguing that after the four voyages that he had made in *Eagle* the bunkers would be nearly empty and the discharge pipe would be clearly visible. In the court's opinion the chief engineer had an idea of where the water was coming in from and had he not abandoned the vessel so hastily he could have advised the master on what to do. In fact the master had called to the engineer to come back and not to leave them and it was the opinion of the court that Mr Cambridge was not justified in this action knowing that the vessel was equipped with watertight compartments and that there was no danger of the boiler bursting, more especially that it was in that part of the ship in which he had control over. Mr Jacobs suggested that an attempt to stop the mouth of the discharge pipe with sacking should have been attempted, even though it might have been difficult to do so. By blocking off the outlet to the sea it would mean that the engine would not be functional, however sail could have been raised and the vessel saved. The court considered that Mr Cambridge was greatly to blame for the loss of *Eagle* and suspended his certificate for six months, this was amended, after an application from his solicitor, to allow him a second engineers certificate for that period.

Cardiff Times - Saturday 30 August 1879

< Page 3 of 8

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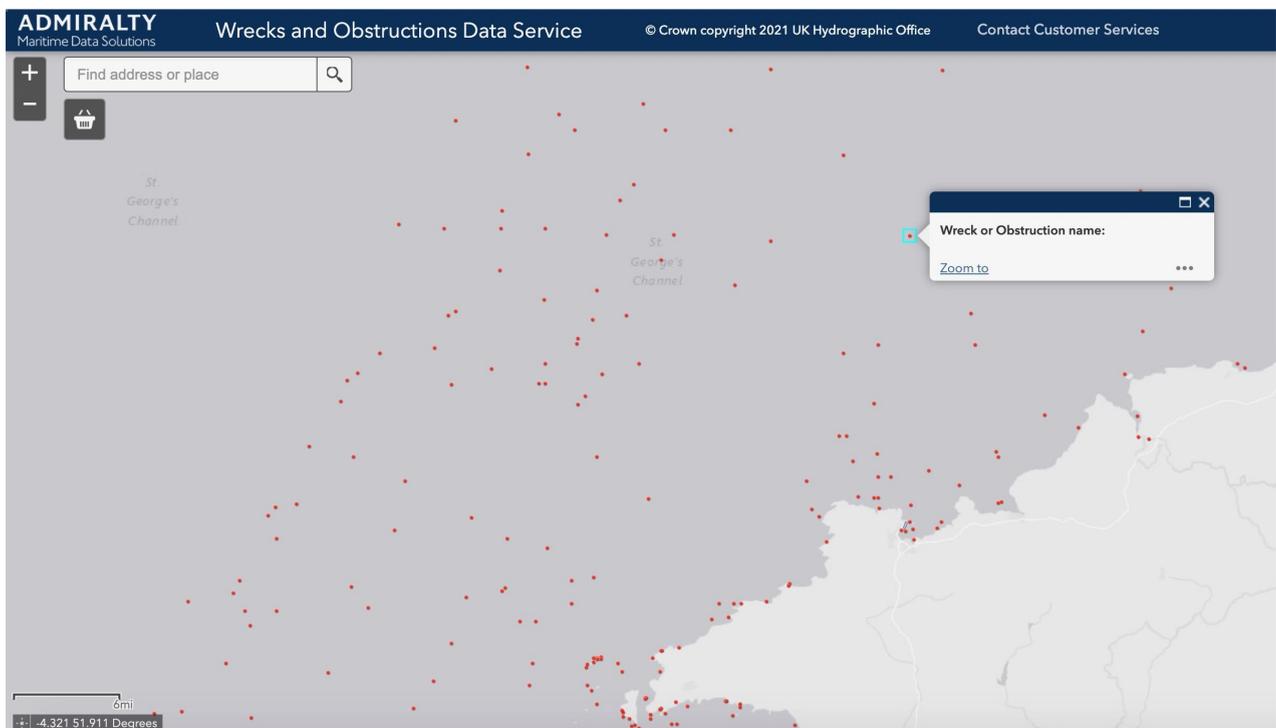
THE LOSS OF A SWANSEA STEAMER.

Mr Commissioner Rothery resumed at the Swansea police-court, on Saturday, the official inquiry into the circumstances under which the steamship *Eagle*, of Swansea, was abandoned about 23 miles off Bishop's Light, on the 29th July. Mr Strick appeared on behalf of the Board of Trade; Mr Inskip (Bristol) represented the owner (Mr Moore); and Mr Lawrence was for the master (Mr Liddell) and the chief engineer. At the conclusion of the evidence the Commissioner ordered the certificate of Cambridge to be suspended for six months.

4.3 The location of *Eagle* today

'Coflein' gives the grid reference of *Eagle* as being SM9691864881 this converts to 52.244543N 4.976101W

'Coflein' goes on to say that the wreck is orientated 000/180 degrees and is roughly 70 metres long. *Eagle* was 51 metres so it is questionable whether this is her. I have contacted a local diver, (Guy Middleton), who has dived the wreck at this position and reported that he didn't see any sign of a cargo of coal, but what he did see was what appeared to be a stack of 25lb shells on the stern deck. This raises the question of whether these remains are of an armed merchantman and therefore would not be those of *Eagle*.



Hydrographic Office chart showing the position of the wreck known as *Eagle* by Coflein

5.0 Analysis, Conclusions and Recommendations

As stated earlier on in this report, this wasn't an attempt to produce the definitive story of SS *Eagle* but was an exercise in seeing what information exists online to use as a basis for future research.

I have produced a basic history of *Eagle*, a more detailed history of Gourlay Brothers can be found here <https://abertay.org.uk/wp-content/uploads/2017/08/gourlays01.pdf>.

To produce a more detailed history of *Eagle's* voyages an examination of shipping records from her registered ports and crew agreements would be necessary, however this would require personal visits to various record offices when conditions should allow.

Finally I have been in contact with Dundee City Archives who have managed to trace builders' plans for *Eagle* and they will be able to copy them for me when they are able to access the archive.

I will update this report as and when I receive those plans, they should be of great benefit in trying to identify the remains of *Eagle*. I am hoping to join Guy Middleton in looking at some 'targets' on the Hydrographic data-base that match the characteristics of *Eagle*.

Appendix A table of URLs for *Eagle* in Lloyd's register of Shipping

1859 <https://archive.org/details/HECROS1859/page/n265/mode/2up>

1860 <https://archive.org/details/HECROS1860/page/n273/mode/2up>

1861 <https://archive.org/details/HECROS1861/page/n309/mode/2up>

1862

<https://books.google.co.uk/books?id=FFwsAQAAIAAJ&printsec=frontcover&dq=google+books+lloyd%27s+register+of+shipping+1862&hl=en&sa=X&ved=0ahUKewjq-ov0zuXpAhXjnFwKHV2aDlcQ6AEIKDAA#v=onepage&q&f=false>

1863 <https://archive.org/details/HECROS1863/page/n297/mode/2up>

1864

<https://archive.org/details/HECROS1863/page/n297/mode/https://archive.org/details/HECROS1864/page/n303/mode/2up2up>

1865 <https://archive.org/details/HECROS1865/page/n323/mode/2up>

1866 <https://archive.org/details/HECROS1866/page/n317/mode/2up>

1867 <https://archive.org/details/HECROS1867/page/n321/mode/2up>

1868 <https://archive.org/details/HECROS1868/page/n347/mode/2up>

1869 <https://archive.org/details/HECROS1869/page/n403/mode/2up>

1874 <https://archive.org/details/HECROS1874/page/n271/mode/2up>

1875 <https://archive.org/details/HECROS1875/page/n259/mode/2up>

1876 <https://archive.org/details/HECROS1876/page/n309/mode/2up>

1877 <https://archive.org/details/HECROS1877/page/n319/mode/2up>

1878 <https://archive.org/details/HECROS1878/page/n327/mode/2up>

1879 <https://archive.org/details/HECROS1879/page/n315/mode/2up>

Appendix B – The Timeline for *Eagle*

Date	Owner	Master	Port belonging to	Voyages and incidents	Classification
1859 to 1869	Dundee Perth and London Shipping Co.	Deadrick	Dundee	Dundee to Hull passenger at freight scheduled service.	12 A1 58
1871	Barr & Fawcett	Duncombe	Leith?	Middlesbrough to Grangemouth Stranded at Grangemouth In collision with steamer on the Tees 12.12.71 Boiler burst at Grangemouth Rotterdam	
1872	J.N. Moore Swansea	Siddall Davies?		27.5.72 Rouen 12.7.72 Rouen 17.9.72 Rouen 3.12.72 Aberaeron	
1873		Siddall		26.9.73 Rouen	
1874	J.N. Moore	Siddall Siddall Siddall Siddall	Swansea	25.2.74 Rouen 31.5.74 Briton Ferry to Fecamp 29.6.74 Dieppe 4.11.74 Fecamp 26.11.74 Fecamp	unclassified
1875	J.N. Moore	Siddall			
1876	J.N. Moore			24.10.76 Dublin	
1877	J.N. Moore			18.10.77 Belfast	
1878	J.N. Moore	Siddall		20.3.78 Belfast 25.3.78 stranded at Hayle 16.7.78 Fecamp 10.11.78 sighted off Lizard	
1879	J.N. Moore			5.6.79 Belfast Final voyage to Dublin	

Appendix C

Voyages made whilst under the ownership of Barr & Fawcett from information obtained from British Newspapers archive. This is not a comprehensive list, it represents all the information that I could obtain from BNA, however it gives a flavour of *Eagle's* Schedule

Date	From	Captain	
15.8.71	Arrived in Grangemouth from Middlesbrough	Johnston	Pig iron
23.8.71	Arrived in Bridlington Bay from Rotterdam		Then proceeded to Middlesborough to coal
30.8.71	Departed Grangemouth for Rotterdam	Duncombe	
7.9.71	Arrived in Grangemouth from Middlesbrough	Duncombe	Grounded near the entrance to the river Carron. Pig iron
13.9.71	Arrived in Grangemouth from Middlesborough		
15.9.71	Departed Middlesborough for Dundee	Duncombe	
16.9.71	Arrived in Middlesbrough from Grangemouth	Duncombe	
15.10.71	Departed Grangemouth to Middlesborough	Duncombe	Light
17.9.71	Departed Grangemouth to Rotterdam		
18.9.71	Arrived in Grangemouth from Middlesbrough		
18.9.71	Departed Grangemouth to Middlesborough		light
19.9.71	Arrived in Middlesbrough from Grangemouth	Duncombe	
22.9.71	Arrived in Grangemouth from Middlesborough		Pig iron
22.9.71	Departed Grangemouth to Middlesborough		Light
24.9.71	Departed Grangemouth for Middlesborough	Duncombe	

26.9.71	Departed Middlesbough for Grangemouth		
27.9..71	Arrived in Grangemouth from Middlesbrough	Duncombe	Collision with a steamer in the Tees that sank
29.9.71	Departed Grangemouth to Woolwich		Pig iron
10.10.71	Departed Grangemouth to Middlesbough	Duncombe	
18.10.71	Arrived in Grangemouth from Middlesbrough	Duncombe	Pigi ron
21.10.71	Departed Grangemouth to Rotterdam	Duncombe	Pig iron
27.10.71	Arrived in Middlesbrough from Grangemouth		
2.11.71	Arrived in Callais from Middlesbrough		
16.11.71	Arrived in Grangemouth from Dunkirk	Duncombe	
20.11.71	Arrived in Middlesbrough from Newcastle	Duncombe	
23.11.71	Departed Middlesbrough to Grangemouth	Duncombe	
25.11.71	Arrived in Middlesbrough from Grangemouth	Duncombe	
14.12.71	Grangemouth		Boiler burst, towed to Leith for repairs

Appendix C Specifications of *Eagle*

Vessel	Name/s	<i>Eagle</i>	
	Type	Steam ship	
Built	Date	1858	
	Builder	Gourlay Brothers	
Construction	Materials	Iron	
	Decks	Not known	
	Bulkheads	4	
Propulsion	Type	steam screw	
Engine	Details	2cyl compound	
	Size	85 HP	
		Gourlay Brothers Dundee	
	Boilers	Number, Type, etc.	
Drive	Type	Screw	
	Number		
Dimensions	Length	164.3ft	50.8m
	Beam	22.8ft	7m
	Draught	16.6ft	5.1m
Tonnage	Gross	318 tons	
	Net	215 tons	
Owners			
Dundee Perth and London shipping Co.	Port	Dundee	
	Routes	Dundee to Hull	
	Cargo	Sundry goods and passengers	
Barr & Fawcett	Port	Leith	
	Routes	Grangemouth to Middlesbrough. Rotterdam	
	Cargo	Pig iron to Grangemouth	
J.N. Moore	Port	Swansea mainly traded from Neath and Britton Ferry	
	Routes	Northern France, Ireland	
	Cargo	Coal	
Final Voyage	From	Swansea 28.7.1879	
	Cargo	Coal	
	To	Dublin	
	Captain	Siddall	
	Crew	13	
	Passengers	None	
	Cargo	Coal	
Wrecking	Date	29.7.1879	
	Location	52.244543N 4.976101W (Coflein)	
	Cause	Fractured discharge pipe	
	Loss of life	None	
	Outcome	Total Loss	

References

The History of *Eagle*

- (1) **history of gourlays**

<https://abertay.org.uk/wp-content/uploads/2017/08/gourlays01.pdf>

- (2) <https://mcmanus168.org.uk/mcmanus168entry/gourlay-brothers/#source3>

- (3) **Launch of *Eagle***

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000696/18580220/030/0003>

- (4) **Rapid Communication between Dundee and Hull**

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000296/18580525/015/0003?browse=False>

- (5) **Sale to Barr and Fawcett**

<http://www.theshipslist.com/ships/lines/dundee.shtml>

- (6) **Grounding on the river Carron**

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000060/18710909/028/0006?browse=False>

- (7) **Collision with steamer on the Tees**

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0001702/18710927/078/0008?bro>

- (8) **Burst Boiler**

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000162/18711214/010/0002?browse=False>

- (9) **Coflein**

<https://coflein.gov.uk/en/site/273381?term=eagle>

- (10) **Stranding at Hayle**

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0001652/18780325/010/0002?browse=False>

- (11) **Salvage association**

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000861/18780403/115/0016?browse=False>

The Final Voyage

Court of Enquiry

https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/14363.pdf

The Location Of *Eagle*

Hydrographic data base

<https://datahub.admiralty.co.uk/portal/apps/webappviewer/index.html?id=777d6d6b07fc4a80922b7e7880ff7152>

