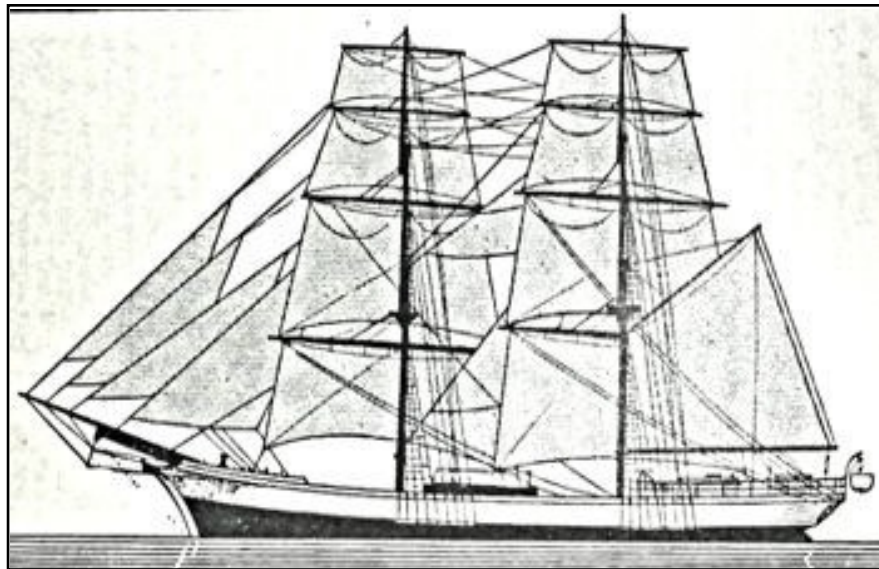


Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Elizabeth of Caernarvon



18th Century Brig

Report compiled by:

Graeme Perks

Report Title:

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

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Elizabeth was the unidentified wooden brig that foundered in Carnarvon Bay on 9th October 1819. The Elizabeth was built in Wales in 1786 and registered at Cardigan. The Elizabeth traded mainly between Wales, London and Ireland, and seemed to be based in Cork before its loss in 1819.

The Elizabeth was reported to be heavily laden and attempting to reach Caernarvon when she foundered with the loss of all the crew on 9th October 1819.

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Madu

2.5 Abbreviations

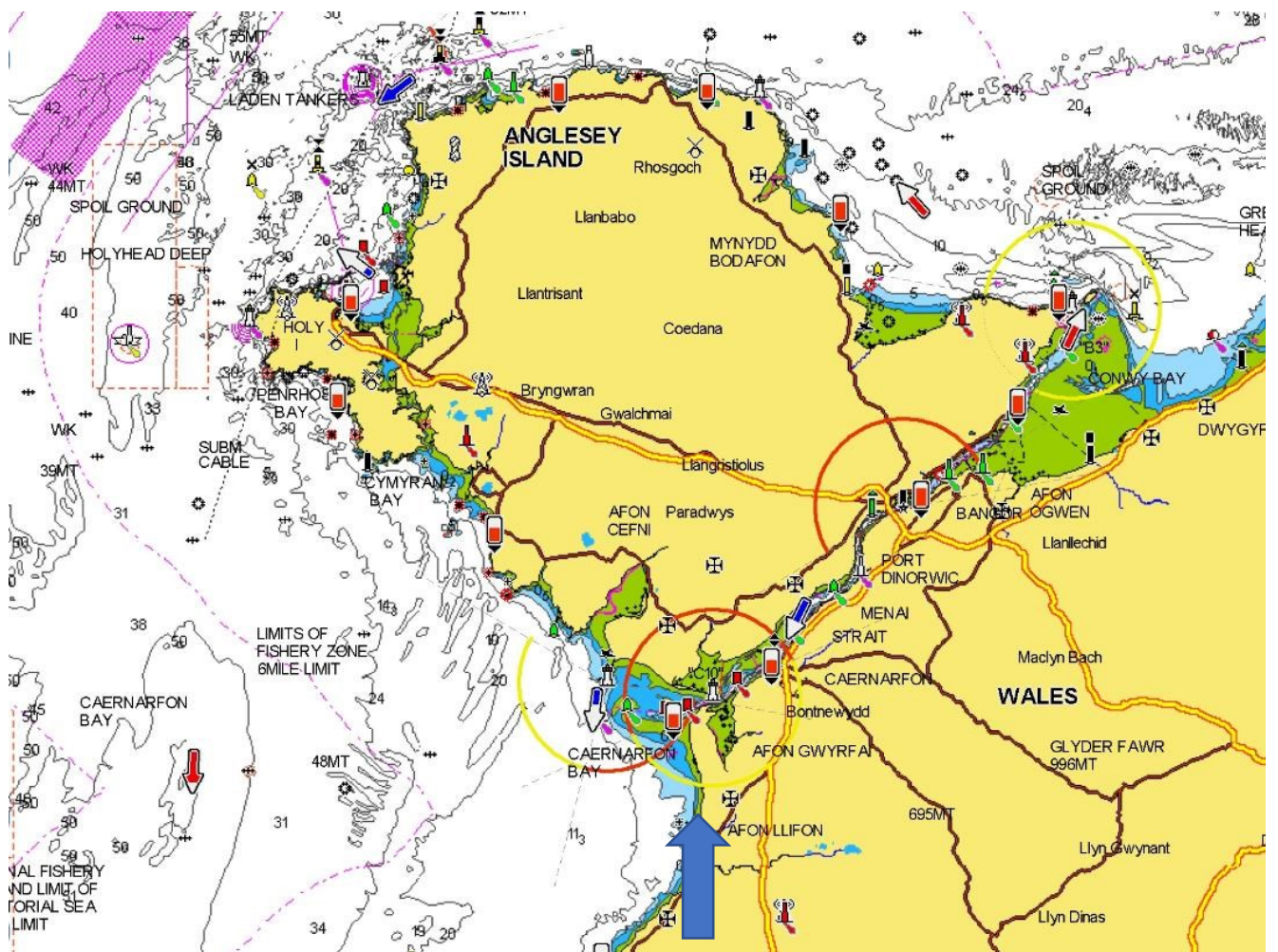
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
S	Ship owner copy
U	Underwriters copy
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

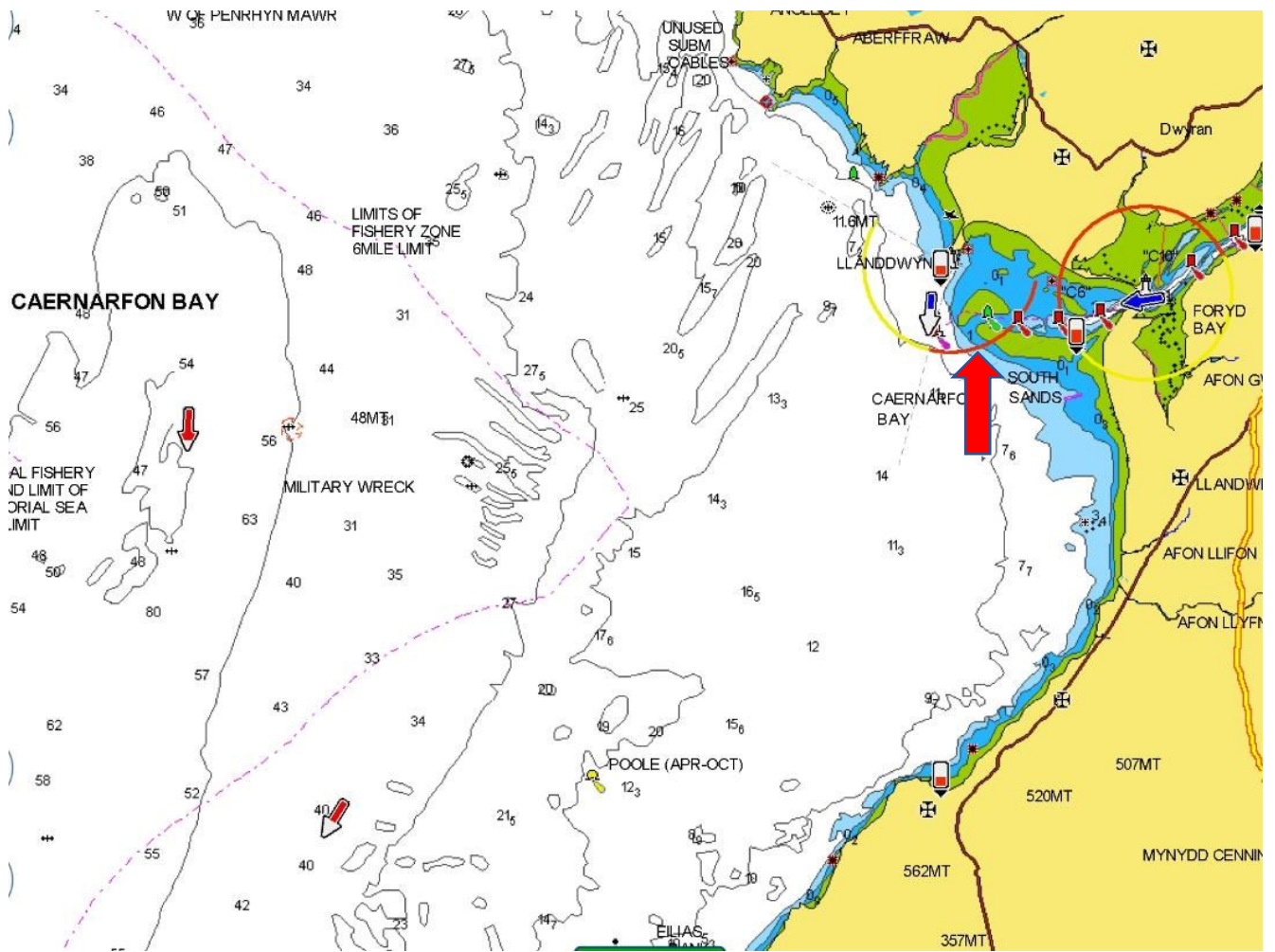
1. I selected Elizabeth to research because she was recorded as unidentified on the data base and wished to identify and to see how much information I could find about her. I wanted to find out what happened to her and I also wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1819.
5. To discover the cause of the event in 1819 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1819 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1819 incident and its story.
8. If there was a wreck site for Elizabeth and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Elizabeth.

4.0 Background

When I started this project I knew an unidentified wooden brig had been involved in an incident at Llanhairn, offshore in Cardiganshire on 9th October 1819.



Caernarfon Bay and position from which Elizabeth was seen to Founder



Caernarfon bay and Caernarfon bar

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

The unidentified brig sank on 9th October 1819, so I searched The British Newspaper Archives (BNA) for "brig Caernarvon" in October 1819 looking to identify the vessel but only found a large brig had been seen to sink. I searched Welsh newspapers on line (WNL) in October 1819 for "wreck Caernarvon" and "wreck Llanhairn" with the same result. I then searched WNL for "Brig" in October to December 1819 and found a match giving the name Elizabeth. I then searched BNA archives for "Brig Elizabeth" and found matches, one lower down the page where it had reported a large brig had been seen to sink.

I searched Lloyds Register of Shipping (LR) for "Elizabeth " looking for details of her dimensions, master, builders and owners from 1819 with a match. I then searched yearly from 1796 when she was built but only found entries from 1798 until 1823 after the entries finished in 1822.

I searched LR ships, plans and survey reports for "Elizabeth" with no match.

I searched The British Newspaper Archives (BNA) for "Elizabeth Griffith", "Elizabeth Byrne", "Elizabeth Ellis", "Elizabeth Hughes ", "Elizabeth Thomas", "Elizabeth", "Elisabeth" and "Brig Elizabeth" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. In 1818 & 1819 I also searched "Elisabeth", "Elizibeth", "Elizabeth Cork" and "Thomas" looking for records of voyages with no additional matches. There were a number of vessels called Elizabeth sailing to or from Cork and to London but I traced some that looked likely but they were either still sailing after Elizabeth was lost or were not a brig. I also tried recording the names of masters of vessels called Elizabeth that may be possible matches, excluding ship's, sloops and vessel travelling long distances. I reached over 60 names that were still sailing a vessel called Elizabeth after 1819 when I decided it would not work.

I searched Welsh newspapers on line for "Elizabeth" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found some matches.

I searched Coflein site for "Elizabeth" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Elizabeth" looking for any details of the wreck with no matches.

6.0 Results

Vessel	Name/s	Elizabeth	
	Type	Brig	
		Cargo	
Built	Date	1786	
	Builder	Unknown	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	Unknown ft	ins
	Beam	Unknown ft	ins
	Draught	10 ft	0 ins
Tonnage	Gross	80	
	Net		
Owner	First	J Griffith	
	Last	R Owen	
	Others	Ellis	
Registry	Port	Carnarvon	
	Flag	British	
	Number		
History	Routes	Wales to Ireland and London	
	Cargo	Coal, copper ore, oats, seeds, slates, salt, Butter, groceries, malt, flour, paper, Timber	
Final Voyage	From	Cork	
	To	Liverpool	
	Captain	Unknown, May be, T Thomas	
	Crew	3	
	Passengers	None	
	Cargo	unknown	
Wrecking	Date	9 th October 1819	
	Location	Off Llanhairn, Caernarvon Bay	
	Cause	unknown	
	Loss of life	3	
	Outcome	Foundered	

Chester Courant - Tuesday 09 March 1790

1 page view

Mr. John Done, of Brindley.

London, March 5, 1790.
Now Loading at Pickle Herring Wharf, for Carnarvon, Bangor, Beaumaris, Conway, Llanrwst, and Places adjacent,



T H E
E L I Z A B E T H,
WILLIAM GRIFFITH, Master,


To sail in 21 Days, loaded or not loaded,
 Any Persons having Goods to ship, are desired to give immediate and positive Orders for this Ship. — The Captain attends the Exchange daily, and is to be spoken with from ten to two o'Clock, at No. 1, Pope's-head Alley, Cornhill, or at the Wharf aforesaid.



Manchester Mercury - Tuesday 28 June 1796

Imports at LIVERPOOL

The Elizabeth, W Griffith, from Waterford, with 700 qrs oats for T Alifon and co.
 70 calks butter Leicefter and Gouthwaite.

Saunders's News-Letter - Tuesday 11 May 1802





 britishnewspaperarchive.co.uk

Full page view **ed of best quality,**
 And a few puncheons of Molasses.
 The above will be disposed of on the most reasonable
 terms. — May 8th, 1802. 17

NEW CLOVER AND TREFOILE.

ARRIVED, per the **Elizabeth**, Capt. **Byrne**, from Lon-
 don, 30 sacks of new Trefoile, Red and White
 Cloyer, which will be disposed of reasonable terms, by
 Charles and Luke Toole and Co. 25, Kevin-street.
 10th May, 1802. 12

JOHAN LARKIN, Proprietor of the Globe Coffee-house,
 respectfully acquaints his Friends and the Public, that
 he has re-assumed his business in the Chandling line, at
 No. 30, Temple-bar, where he formerly resided, and
 hopes by a constant attention to merit a continuance of

Belfast Commercial Chronicle - Monday 18 March 1805

The brig Elizabeth, from Bristol to Waterford has been obliged to put into Dungarvan with the loss of her sails.

Belfast Commercial Chronicle - Monday 12 September 1808

Elizabeth, of Carnarvon, Hughes, from Bristol, with iron, hoops, steel, glass, cyder, bottles,

Kentish Weekly Post or Canterbury Journal - Friday 14 July 1809

EMBARGO. This morning an Embargo was laid upon vessels of every description in the River, not even excepting the fishing smacks, and no doubt similar orders have been sent to every part of the coast. The object is to prevent the possibility of any further information reaching the enemy's coasts, respecting the Expedition

now about to sail. The Embargo will continue for some time after the sailing of the men of war and transports. This measure was determined upon yesterday at Cabinet Council after a long and mature deliberation.

THE EXPEDITION. The Expedition is to sail in four divisions, and the whole will get under weigh so as reach the object of destination at the same period. The arrangements for the embarkation of the troops are, understand, very satisfactorily settled. The different divisions are to sail from Portsmouth, the Downs, Harwich, and the Nore. The whole may been, embarked in 48 hours, and disembarked in a still shorter period.

Public Ledger and Daily Advertiser - Tuesday 07 May 1816

The Elizabeth, Ellis from London to Liverpool put into Falmouth on Friday Leaky

Saunders's News-Letter - Tuesday 22 April 1817

COAST INVOICE.

Elizabeth, Ellis, Cork—1000 barrels malt; 133 bags flour; cases chimney pieces; 24 bales paper.

The Cambrian 17th July 1819

TO BE SOLD BY AUCTION,

By S. LLEWELYN,

Near the Ferry-House, Swansea, on Wednesday, the 28th instant, and the following days, until the whole is disposed of,

THE CARGO of the BRIG ELIZABETH,

just arrived in this port, consisting of 156 Logs of Pine Timber (yellow), two large Spars, 200 light Spars, 100 Lancewood Poles, and 30 flickers the whole of which, for the convenience of buyers, will be put up in small lots.

N B, Approved bills on London at two or three months will be accepted, if the amount of the purchase above £15

Any part of the above Timber, &c. may be had by private contract previous to the day of sale, by applying to Mr. Dark, at Mr. Harris's, on the Quay or to S.

Llewelyn, the Auctioneer.

Swansea, July 12, 1810.

Lloyd's List - Friday 15 October 1819

The Elizabeth, from Cork to Liverpool supposed to be the Vessel which foundered in Carnarvon Bay 9th instant

Bell's Weekly Messenger - Sunday 17 October 1819

Lloyds list

TUESDAY 12th

Carnarvon, Oct 9—A large brig heavily laden, was seen go down off Llanhairn in this Bay, about eleven o'clock this morning

FRIDAY 15th

The Elisabeth, from Cork to Liverpool, supposed to be the vessel which foundered Carnarvon Bay 9th inst.

The Cambrian 30th October 1819

The, vessel we alluded to in our paper of, the 19th inst. as having gone down near Llanhairn, Caernarvon Bay, has since been ascertained to be the brig Elizabeth, of Carnarvon. She was seen, by several people at Clynnog; to go down, whilst endeavouring to make Carnarvon Bar, when, we regret to say, every soul perished. By this calamitous event, two poor women, besides the master's wife, are left widows, with large families, but the worthy Vicar of Carnarvon, the Rev, J. W. Trevor, with that characteristic feeling, so conspicuous in this country, has himself appealed to the inhabitants of that town, to alleviate the distress of the former, and we have great pleasure in stating it has not been made in vain.

7.0 Analysis

The Brig Elizabeth of Caernarvon was soon identified by the newspapers at the time but no indication was given as to how it was identified. The local vicar held a collection in aid of the three bereaved families, but they were not identified in the newspaper.

The Coflein website gives the location of the loss of the Elizabeth as off Rhoscolyn but the newspaper report in the Cambrian 30th October 1819 states she was seen from Clynnog attempting to enter over the bar to Caernarvon. Rhoscolyn is beyond eyesight of Clynnog and some distance from the bar.

The early years from 1786 until 1804 when the WNL are available produced few records of the Elizabeth, but few newspapers are available on line for this period and I suspect few survive.

The newspaper report for 1809 that all shipping including fishing smacks had been embargoed was unexpected from a time when the newspapers published anything they could find out about the war without constraint or regard for the use the enemy could make of it. This was for the Walcheren Campaign an unsuccessful British expedition to the Netherlands, during the summer of 1809. The newspaper did however publish the strength of the army and its embarkation points.

The Elizabeth in 1818 is surveyed in Cork and in LR she is sailing as a cork coaster. The Cork newspapers for this period are not available on line and even when the Elizabeth foundered the captain's name did not appear in the newspapers. The newspaper report states the master and two crew came from Caernarvon. I was only able to find a small number of records of sailings for 1818 and 1819, the masters name being unknown when Elizabeth was lost. The master's name, Thomas given in LR only produced one record in each of these years. The two editions of LR give different names for the master of Elizabeth in 1818 onwards with the underwriters copy giving T Thomas (this copy has been updated after it was issued) but the shipowners copy remaining Ellis.

The BNA and the WNL both produced numbers of the reports of sailings or arrivals but varied from year to year. The LR had over three pages of records for vessels called Elizabeth during the period, which made searching difficult. The tonnage of vessels at this time was not often recorded in newspaper reports, adding to the difficulties in identifying the correct vessel.

8.0 Conclusions & Recommendations

I have spent about 35 hours on this report with about 95% of the time on line, I attempted to identify the master of the Elizabeth in 1819 by eliminating the master's it could not be, but the records on line with so many vessels called Elizabeth prevented this method. I have used the spellings used at the time as far as possible.

The Coflein information for the location where Elizabeth sank is contradicted by the newspaper report of the Cambrian which gives it off Clynnog and the other newspapers which give the location off Llanhairn, or Llanaelhaiaran which is near Clynnog on the north of the Llyn Peninsular.

There are no reports of the body's of the crew being recovered but a genealogical pay to view site may have provided clues as to at least the master's name.

The Gwynedd Archives Service - Caernarfon Record Office, Caernarfon hold the 1786-1918; Registrar General of Shipping and Seamen, Port of Caernarfon but it is not available on line. These records may provide further details.

I have learnt the difficulty in researching vessels from this period with limited details available, particularly without the master's name.

The research has provided more information than I was expecting but insufficient details to identify the owners or masters from the surnames and some initials. The builder, the dimensions of the vessel and the reason it foundered are unknown. The lack of newspapers restricted the information available but it was over 200 years ago.

The wreck site for the Elizabeth is unknown, only a vague location and it is in an area of strong tidal currents with shifting sands so finding her would be at best, difficult. The current advice for small vessels is to enter 3 hours either side of high water in settled conditions to reach Caernarfon.

There is no other research on Line for the Elizabeth and very little on the Coflein site.

It was worth researching and identifying this vessel but the limited information does not warrant any further publication.

9.0 References

<https://www.britishnewspaperarchive.co.uk/>

<https://www.google.com/>

<https://hec.lrfoundation.org.uk/>

<https://www.navionics.com/>

<https://newspapers.library.wales/>

<http://ontheworldmap.com/>

<https://www.pinterest.co.uk/>

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

Appendices:

Appendix A – Table of Lloyd’s Registers entries for the *Elizabeth* 1789

ABOUT	BLOG	PROJECTS	HELP	DONATE	CONTACT	JOBS	VOLUNTEER	PEOPLE			
3	—	Sp	W Griffith	60	British	71	Capt. & C.	9	Y'ghll Br	E I	
4	—	Sp	G Griffith	40	Brmth	74	Capt.	9	Wtfrd Li	E I	
5	—	S s	J. Greig	300	Boston	74	G. Young	16	Li NYrk	E I	E.
6	—	S s & d	T. Glenn	312	Whitby	65	Egginton	16	HID Strts	E I	E I
7	—	Bg	W Griffith	81	Wales	86	J. Griffith	10	Lo Lmrk	A I	A I
8	—	Bg	Wood	100	Livrpl	66	Venabl	2	Lvrpl Dy	E I	E. I
9	—	Sp	Lawkes	40	Irish	57	Capt.	8	Br Cork	E I	E. I
10	—	Bg	Henderson	150	Setlnd	80	Capt. & C.	10	Rtdm Lh	A I	A I
11	—	Bg	G. Hogg	150	Appled	84	Hogg & C.	12	Br Oprto	A I	A I
12	—	H	Hlmstrom	102	Geffle	82	Dundum	10	Hl Geffle	A I	E. I
13	—	S	J. Holst	450	Nrway	83	J. Holst	17	Nrwy Lo	A I	
14	—	Sp	T. Hubert	26	Hull	71	Capt.		Hl D...	E I	E I

Brig Elizabeth No. 7, master W Griffith. 81 tons built in Wales in 1786, owner J Griffith, single deck, 10 feet draught, sailing London to Limerick, surveyed London June 1798, classified A1.

1790 new survey February 1790, no other changes

1791 new survey September 1791 no other changes

1792, no changes

1793 no changes except now sailing London to Bristol

1794 new survey May 1794 no changes except now sailing Wales to Dublin

1795 owner now R Roberts, new survey April 1795 at Cork, now sailing Cork to Liverpool

1796 no changes

1797 owner now Griffith & Co, new survey April 1797 at Liverpool now E1, sailing
Liverpool to Waterford

1798 No changes except G8 added

1799 master amended to G Byrne, owner amended to J Byrne & Co., now
Carnarvon instead of Wales, owner Captain, new survey May 1799 at Dublin, now
sailing Dublin to Liverpool

1800 S new survey May 1800 at London, still E1, now sailing Dublin to London

1800 U new survey April 1800, E1 now sailing Liverpool to Dublin

1801 S new survey September 1801, still E1, no other changes

1801 U new survey December 1801, still E1, no other changes

1802 S no changes

1802 U no changes

1803 U only available New survey in March 1803, now classified E2 no other
changes

1804 S no changes

1804 U Master amended to D Hughes, no other changes

1805 S No Changes

1805 U new survey October 1805 at Dublin, Classified E1, sailing Dublin to
Wales

1806 S master Hughes, no other changes

1806 U master J Hughes, owner Ellis, new survey February 1806 E1, no other
changes

1807 S No Changes

1807 U new survey July 1807 Waterford , sailing Waterford to Liverpool, no
other changes

1808 only U available, no changes

1809 only U available, no changes

1810 S owner G Byrne, sailing as Liverpool coaster

1810 U no changes

1811 S no changes

1811 U no changes

1812 S new survey in May 1812 no changes

1812 U Owner now R Owen, new survey February 1812 in Dublin, E1, sailing Dublin to London

1813 S no changes

1813 U no changes

1814 S no changes

1814 U master amended to E Ellis, new survey in Dublin July 1814, E1 no other changes

1815 master E Ellis, new survey in London July 1815, E1, sailing London to Cork

1816 S No Knees 1 & good repairs 1808, owner Owens, new survey Liverpool March 1816, sailing Liverpool to Dublin

1816 U no changes

1817 not available

1818 S sailing Plymouth to Bristol, no other changes

1818 U masters name amended to T Thomas, new survey in Cork, sailing Cork coaster

1819 S no changes

1819 U master T Thomas, new survey Cork in October no other changes

1820 S master Ellis, no other changes

1820 U no changes

1821 S no changes

1822 S no changes

1822 U No record

1823 S No record

Appendix B – The Timeline for the *Elizabeth*

1787

November 7 1787 Ramsgate came in Elizabeth, W Griffith from London to
· Barmouth with grocery

1789

January 9 1789 Portsmouth arrived Elizabeth, W Griffith from Barmouth

1790

March 7 1790 Pickle Herring Wharf London loading Elizabeth, W Griffith for
· Carnarvon &c

August 31 1790 Bristol arrived Elizabeth, W Griffith from London

November 29 1790 Lynn arrived Elizabeth, W Griffith from Carnarvon - slates

1796

w/e June 28 1796 Liverpool arrived Elizabeth, W Griffith from Waterford – oats
· and Butter

1800

May 15 1800 Liverpool arrived Elizabeth from Limerick

1803

April 28 1803 Ulverston cleared Elizabeth, Hughes for Llanelly

1804

March 30 1804 Llougher arrived Elizabeth, Hughes from Almwyh

June 14 1804 Llougher arrived Elizabeth, Hughes from Almwyh

June 21 1804 Llougher sailed Elizabeth, Hughes for Almych - coal

September 6 1804 Llougher arrived Elizabeth, Hughes from Carnarvon – ballast

1805

May 30 1805 Swansea cleared out Elizabeth, Hughes for Almwyh - coal

August 8 1805 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

November 21 1805 Swansea arrived Elizabeth, Hughes from Almwyh - ballast

November 28 1805 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

1806

September 18 1806 Swansea arrived Elizabeth, Hughes from Waterford

September 20 1806 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

October 23 1806 Swansea arrived Elizabeth, Hughes from Almwyh – ballast

1807

June 4 1807 Swansea cleared out Elizabeth, Hughes for Almwyh - coal

August 20 1807 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

September 24 1807 Swansea cleared out Elizabeth, Hughes for Almwyh - coal

1808

May 5 1808 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

May 31 1808 Almwyh arrived Elizabeth, Hughes from Swansea - coal

June 9 1808 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

June 14 1808 Carnarvon arrived Elizabeth, Hughes from Newry – ballast

August 25 1808 Swansea cleared out Elizabeth, Hughes for Almwyh – coal

September 6 1808 Almwyh arrived Elizabeth, Hughes from Swansey – coal

w/e September 10 1808 Belfast arrived Elizabeth of Carnarvon, Hughes –
steel, iron hoops, glass, bottles, cyder

September 18 1808 Swansea arrived Elizabeth, Hughes from Waterford

September 20 1808 Swansea cleared out Elizabeth, Hughes for Almwyth – coal

1809

March 16 1809 Newport arrived Elizabeth, Hughes from Liverpool - deals

April 13 1809 Swansea arrived Elizabeth, Hughes from St Ives – copper ore

April 25 1809 Beaumaris arrived Elizabeth, Hughes from Liverpool –
coal & groceries

June 29 1809 Bristol entered out Elizabeth, Hughes for Dublin

September 6 1809 Carnarvon cleared out Elizabeth, Hughes for Bristol – slates

September 9 1809 Swansea arrived Elizabeth, Hughes from Almwyth

September 26 1809 Carnarvon cleared out Elizabeth, Hughes for Bristol – slates

September 28 1809 Swansea cleared out Elizabeth, Hughes for Almwyth – coal

October 19 1809 Swansea arrived Elizabeth, Hughes from St Ives

1810

February 20 1810 Port Penryn, Bangor arrived Elizabeth, Hughes from Carnarvon

April 26 1810 Swansea arrived Elizabeth, Hughes from Cork

April 28 1810 Swansea cleared out Elizabeth, Hughes for Almwyth – coal

May 17 1810 Swansea cleared out Elizabeth, Hughes for Almwyth - coal

July 5 1810 Milford arrived Elizabeth, Hughes from Carnarvon for Chatham – salt

August 2 1810 Swansea cleared out Elizabeth, Hughes for Almwyth - coal

November 15 1810 Bristol entered out Elizabeth, Hughes for Dublin

December 20 1810 Swansea cleared out Elizabeth, Hughes for Waterford – coal

1811

January 17 1811 Dublin arrived Elizabeth, Hughes from Bristol

March 14 1811 Milford sailed Elizabeth, Hughes from Newry for London

March 21 1811 Gravesend arrived Elizabeth, Hughes from Dublin

July 18 1811 Swansea arrived Elizabeth, Hughes from Almwyh - ballast

August 15 1811 Llanelly arrived Elizabeth, Hughes from Almwyh

November 7 1811 Aberystwith arrived Elizabeth, Hughes from Carnarvon -
limestone

1812

April 20 1812 Bristol sailed Elizabeth, Hughes for Carnarvon

April 30 1812 Swansea cleared out Elizabeth, Hughes for Carnarvon - coal

May 7 1812 Swansea cleared out Elizabeth, Hughes for Almwyh - coal

June 4 1812 Swansea arrived Elizabeth, Hughes from Almwyh

June 11 1812 Swansea cleared out Elizabeth, Hughes for Almwyh - coal

July 2 1812 Swansea arrived Elizabeth, Hughes from Almwyh

July 9 1812 Swansea cleared out Elizabeth, Hughes for Almwyh - coal

July 14 1812 Carnarvon cleared out Elizabeth, Hughes for Cork

July 16 1812 Milford arrived Elizabeth, Hughes

August 6 1812 Swansea arrived Elizabeth, Hughes from Almwyh

August 8 1812 Swansea cleared out Elizabeth, Hughes for Almwyh - ballast

September 1 1812 Port Penryn, Bangor cleared out Elizabeth, Hughes for Cork -
slates

November 10 1812 Carnarvon cleared out Elizabeth, Hughes for Cork - slates

1813

January 21 1813 Milford sailed Elizabeth, Ellis from Cork

February 16 1813 Carnarvon arrived Elizabeth, Hughes from Dublin – ballast
March 23 1813 Carnarvon cleared out Elizabeth, Hughes for Cork - slates
March 30 1813 Carnarvon cleared out Elizabeth, Hughes for Cork
April 3 1813 Swansea cleared out Elizabeth, Hughes for Almwyh
June 1 1813 Carnarvon cleared out Elizabeth, Hughes for Cork – slates
June 24 1813 Swansea arrived Elizabeth, Hughes from Almwyh
July 8 1813 Milford arrived Elizabeth, Hughes from Swansea for Almwyh
August 15 1813 Swansea cleared out Elizabeth, Hughes for Almwyh - coal
October 3 1813 Dublin arrived Elizabeth, Ellis from London
September 6 1813 Beaumaris arrived Elizabeth, Hughes from Ramsey - herrings
September 28 1813 Carnarvon arrived Elizabeth, Ellis from Swansey - Culm
December 21 1813 Gravesend arrived Elizabeth, Ellis from Dublin
December 28 1813 Carnarvon arrived Elizabeth, Ellis from Cork - sundries

1814

February 27 1814 Deal arrived Elizabeth, Ellis from Dublin
March 8 1814 Dublin arrived Elizabeth, Ellis from London
March 10 1814 Swansea cleared out Elizabeth, Ellis for Carnarvon
March 14 1814 Cork arrived Elizabeth, Ellis from London
March 22 1814 Carnarvon arrived Elizabeth, Ellis from Swansea – Culm
May 3 1814 Carnarvon arrived Elizabeth, Ellis from Cork - ballast
May 22 1814 Scilly arrived Elizabeth, Ellis from Dublin
May 31 1814 Gravesend arrived Elizabeth, Ellis from Dublin
June 21 1814 Carnarvon cleared out Elizabeth, Ellis for London
August 15 1814 Dublin arrived Elizabeth, Ellis from London
December 2 1814 Gravesend sailed Elizabeth, Ellis for Cork

1815

April 23 1815 Gravesend arrived Elizabeth, Ellis from Dublin

August 22 1815 Carnarvon cleared out Elizabeth, Ellis for London

November 30 1815 Bristol arrived Elizabeth, Ellis from London

1816

January 10 1816 Milford arrived Elizabeth, Ellis from Cardiff

January 25 1816 Milford sailed Elizabeth, Ellis from Cardiff for Dublin

February 23 1816 Gravesend arrived Elizabeth, Ellis from Waterford

May 3 1816 Falmouth arrived Elizabeth, Ellis from London

May 6 1816 Falmouth sailed Elizabeth, Ellis for Liverpool

August 13 1816 Carnarvon cleared out Elizabeth, Ellis for Cork

September 10 1816 London Customs house entered outwards Elizabeth, Ellis for
Dublin

October 11 1816 Gravesend sailed Elizabeth, Ellis for Dublin

October 18 1816 Yarmouth arrived Elizabeth, Ellis from Dublin

November 4 1816 Liverpool arrived Elizabeth, Ellis from London

1817

January 7 1817 Dublin sailed Elizabeth, Ellis for London

April 20 1817 Dublin arrived Elizabeth, Ellis from Cork – malt, flour &c

June 10 1817 London Customs house entered outwards Elizabeth, Ellis for
Waterford

July 17 1817 Gravesend sailed Elizabeth, Ellis for Waterford

August 6 1817 Put into St Tudwall's Elizabeth

August 9 1817 Milford arrived Elizabeth, Ellis from London for Waterford

August 28 1817 Cork arrived Elizabeth, Ellis from London

September 29 1817 London Customs house entered inwards Elizabeth, Ellis from
Waterford

November 29 1817 Cork sailed Elizabeth, Ellis for Liverpool – butter

December 4 1817 Aberystwith arrived Elizabeth, Thomas from Bristol

1818

February 24 1818 Port Penryn, Bangor cleared out Elizabeth - slates

August 13 1818 Plymouth arrived Elizabeth, Thomas from Jersey – potatoes

1819

March 12 1819 Aberystwith sailed Elizabeth, Thomas - ballast

October 9 1819 Foundered in Cardigan Bay Brig Elizabeth

Appendix C Port Locations

Amlwch is the most northerly town in Wales, situated on the north coast of the Isle of Anglesey, fifteen miles from Holyhead. Amlwch grew rapidly in the 18th century near what was then the world's biggest copper mine at the nearby Parys Mountain.

Chatham is a town located on the Medway River, in North Kent, in South East England. The town developed around Chatham Dockyard.

Clynnog Fawr, often simply called "Clynnog", is a village and community on the north coast of the Llŷn Peninsula in Gwynedd, north-west Wales. It is in the historic county of Caernarfonshire.

Loughor is a Welsh town in the City and County of Swansea, within the historic county boundaries of Glamorgan, Wales. It lies on the estuary of the River Loughor.

Culm meaning of "culm" a kind of coal found in the Culm Measures, and a term used for fine-grained waste from anthracite coal.



Fig. 1

Map of Ireland



Fig. 2

Map of Wales

→ Milford → Caernarvon → Almwch → Clynnog → Beaumaris



Fig. 3

United Kingdom

- Ramsey
 Yarmouth
 Gravesend
 Chatham
 Scilly
 St Ives
 Lynn
 Llougher