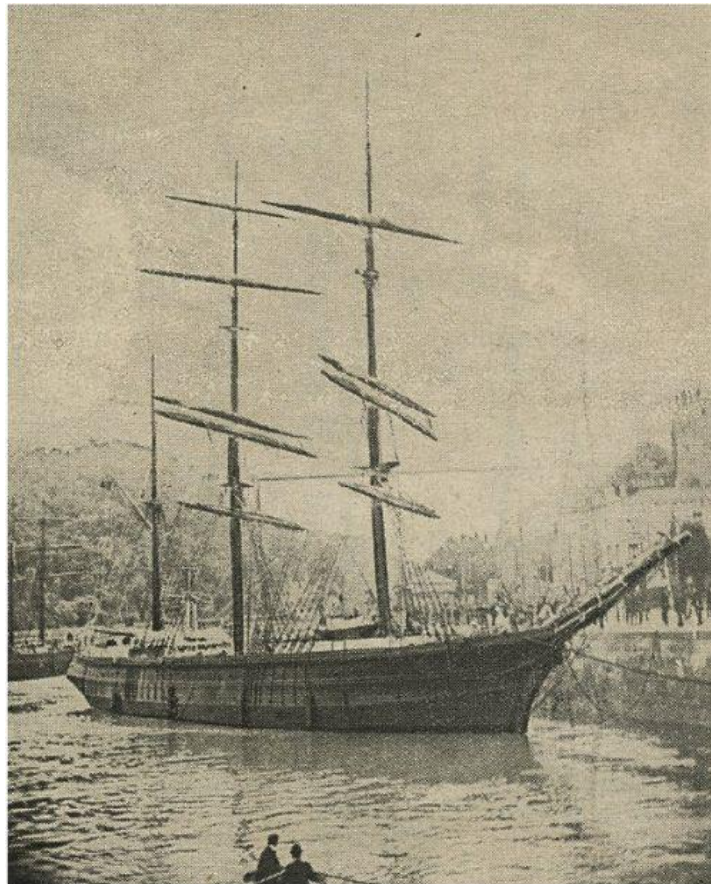


**Welsh Wreck Web Research Project**  
**(North Cardigan Bay)**  
**On-line research into the wreck of the:**  
***'Kragerø'***



Bark Kragerø

Report compiled by:  
**Nigel Braybrooke**

Report Title:

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

Compiled by:

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Date:

**June 2020**

Report Ref:

**MADU 311**

### 1.0 Abstract

- 1.1 Between 2001 and 2009 the Malvern Archaeological Diving Unit (MADU) were working under licence on the Welsh designated wreck site known as the *Diamond*, subsequently found not to be the *Diamond*, located in the North End of Cardigan Bay in North West Wales.
- 1.2 During their research, they identified, and created a database of 524 other ships that had come to harm in the north end of Cardigan Bay, dating from 1590 to 1993.
- 1.3 Very few of these wrecks have been investigated in any great depth.

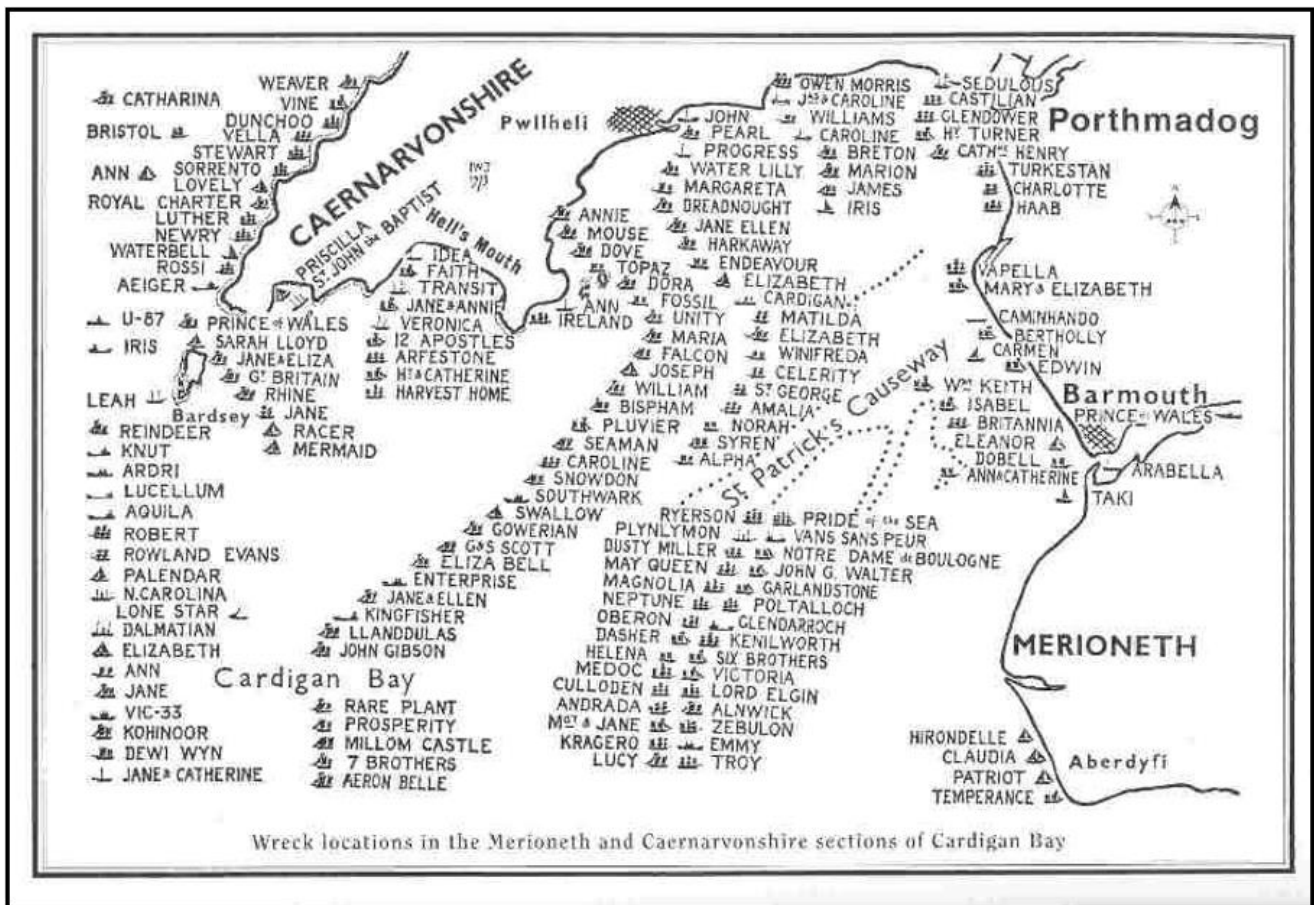


Fig.1 The map is taken from 'Shipwrecks of North Wales' (Ivor Wynn Jones) and shows around 38% of the wrecks on MADU's database. The *Kragero* is shown second from bottom of the left hand column relating to St Patrick's Causeway.

- 1.4 With the lockdown caused by the Coronavirus pandemic, Ian Cundy, the Nautical Archaeology Society's (NAS) Regional Co-ordinator for Wales and founder member of MADU set up the www Research Project (North Cardigan Bay) with a view to members of the NAS researching the ships on the database from home, using information available on the internet to compile reports.

- 1.5 This report looks at one of those ships, the Norwegian Barque *Kragero* and covers the time of her construction in Kragero, Norway in 1872, until her eventual scrapping at Appledore, Devon, UK in 1921.
- 1.6 Events during her life which are looked at within this report include her grounding in the River Shannon in 1881, her grounding and re-floating on St Patrick's Causeway (Sarn Badrig), North Cardigan Bay in 1895, the reason for appearing in the MADU database, until her capture by the German submarine *UB33* in 1917 and her subsequent name changes and voyages under German ownership.

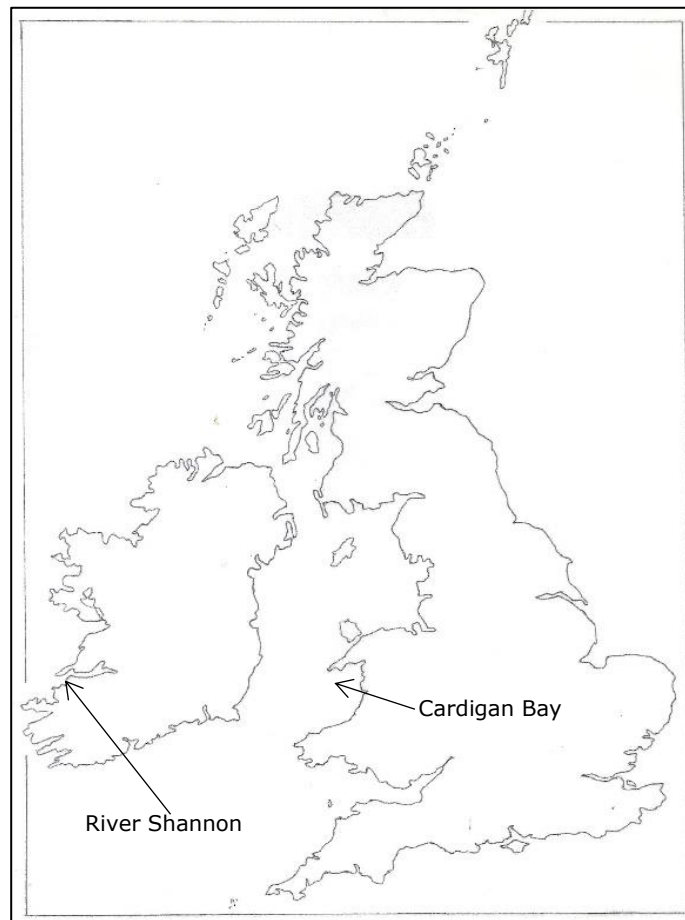


Fig.2 General locations of the two groundings

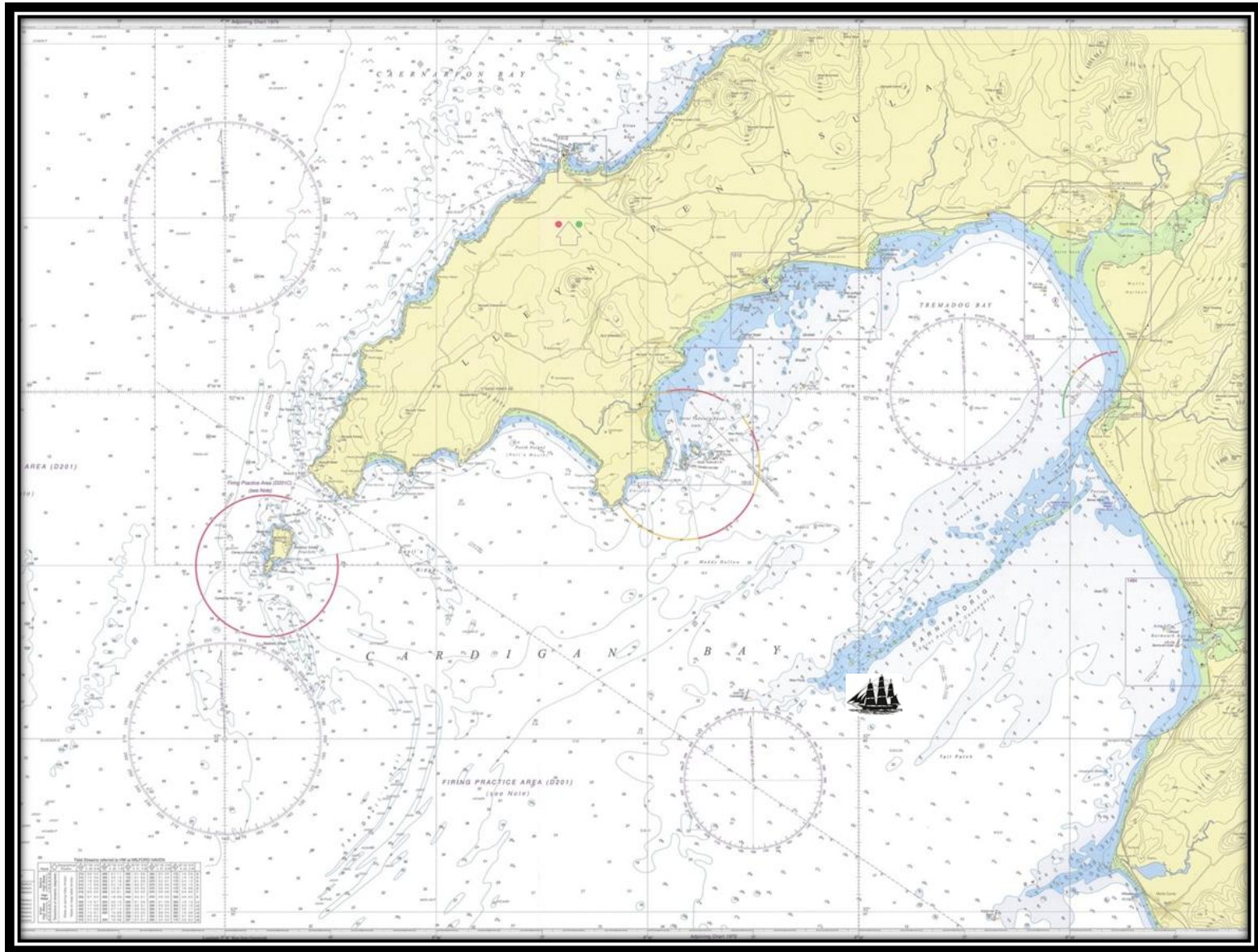


Fig.3 Admiralty Chart 1971 Cardigan Bay Northern Part showing approximate position of *Kragero's* grounding

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Admiralty Chart 1971 Cardigan Bay Northern Part (Figs. 3, 7 & 8) reproduced under Licence 35432

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**2.4 Contributors**

Ian Cundy Malvern Archaeological Diving Unit / NAS Regional Co-ordinator for Wales  
 Provided advice and guidance on the project in general

Paul Swain Assistant Licensing Account Manager, UK Hydrographic Office  
 Assisted with providing the licence to use Admiralty Chart 1971 and other advice

John Hemmingway Archaeological Surveyor  
 Digitised Chart 1971

**2.5 Abbreviations**

Abbreviations used in this report:

MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society

### 3.0 Introduction

- 3.1 As a member of the Nautical Archaeology Society and furloughed from work during the COVID-19 crisis of 2020, the author thought this was an interesting project to become involved with and improve his research skills.
- 3.2 The *Kragero* was chosen at random from the MADU database with no prior knowledge of the ship or the area in which the project relates too.
- 3.3 The answers which were hoped to be answered by the end of the research included:
- Where was the *Kragero* constructed and who were the shipbuilders?
  - What were her specifications and dimensions?
  - Could any pictures of the *Kragero* be located?
  - Could those seaman involved in sailing her, including Masters and crew, be identified?
  - What other historical information is available on the *Kragero*?
  - What caused the groundings?
  - What was involved in the rescue of the vessel?
  - What happened to the *Kragero* subsequent to her grounding on the Sarn Badrig?
  - Had there been any other previous reports produced relating to the history of the *Kragero*?



## 4.0 Background

### The Norwegian Bark

- 4.1 The wooden built bark was delivered to her new owner Heinrich Biørn jr. in October 1872 by her builder J Hamborg and named after her home port, the Norwegian shipbuilding town of Kragerø.<sup>2, 3</sup>
- 4.2 The ships dimensions included a length of 156ft 3ins, a beam of 32ft 2ins, a draught of 17ft 4ins with a gross tonnage of 550 tons and net tonnage of 497 tons.
- 4.3 Having been built with a cargo volume of 269 coml.\* she carried general cargoes throughout her voyages including, timber, pit props, turpentine, resin, coal and ice.

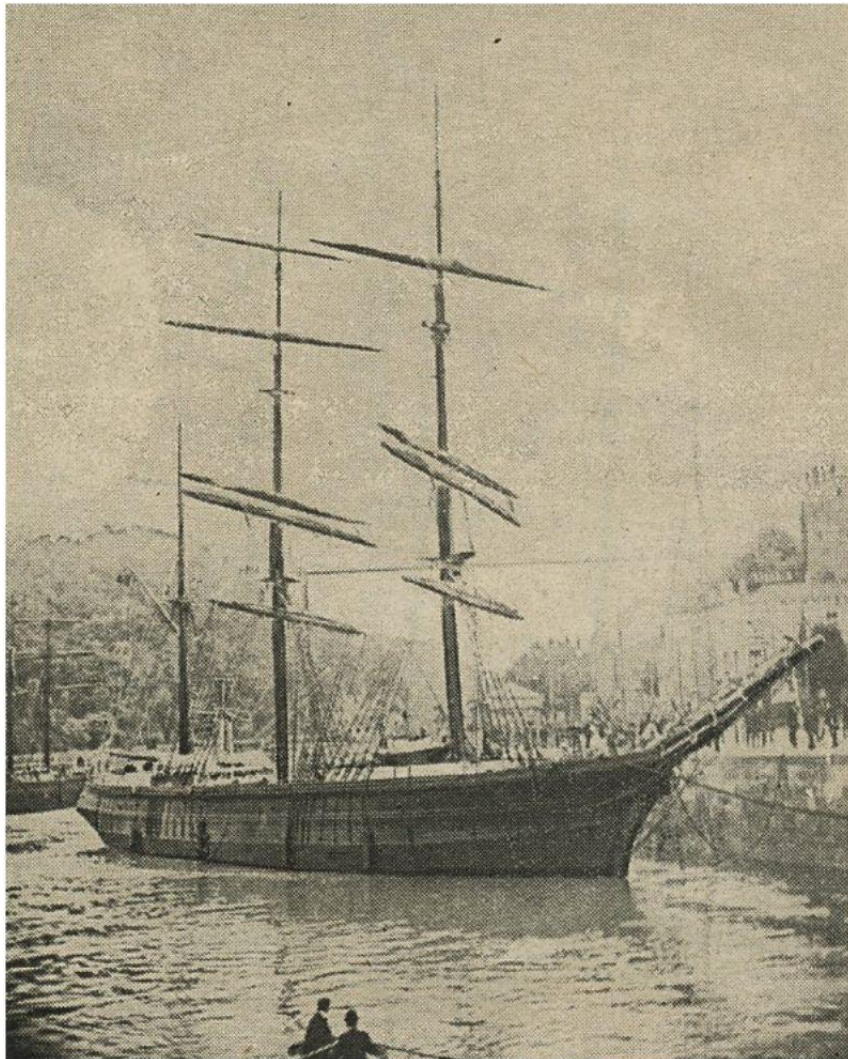


Fig.4 Bark 'Kragero'

- 4.4 Captain N. Larsen was her first Master.

\*See Appendix A - 1 Commercial Lasts

**Grounded in the River Shannon**

4.5 On 12 December 1881 the *Kragero* ran aground on Scattery Island, approximately five miles inside, and on the North Bank, of the Shannon Estuary, off the coast of Kilrush, County Clare, Ireland. It was reported<sup>5</sup> the vessel was trying to go between Scattery Island and Hog Island, however there is no further information on any damage caused or how she was re-floated.



Fig.5 Map of Ireland showing approximate location of Scattery Island



Fig.6 Google Earth view of the Shannon Estuary

## Grounded in Cardigan Bay

- 4.6 In early July 1895 the *Kragero*, her Master, Captain Monson, and her crew of twelve left Wilmington, North Carolina\* for Manchester with a cargo of turpentine and resin.<sup>10</sup>
- 4.7 She had made the passage in twenty-eight days, arriving off the coast of Wales early on the morning of Friday 02 August 1895 intending to run up to Manchester, but missing the point in bad weather, she found herself in Cardigan Bay.<sup>10</sup>
- 4.8 Once in the Bay, the West South Westerly winds drove her towards St Patrick's Causeway and by about eight o'clock she was firmly aground<sup>15</sup>, near the South Prong.<sup>11</sup>

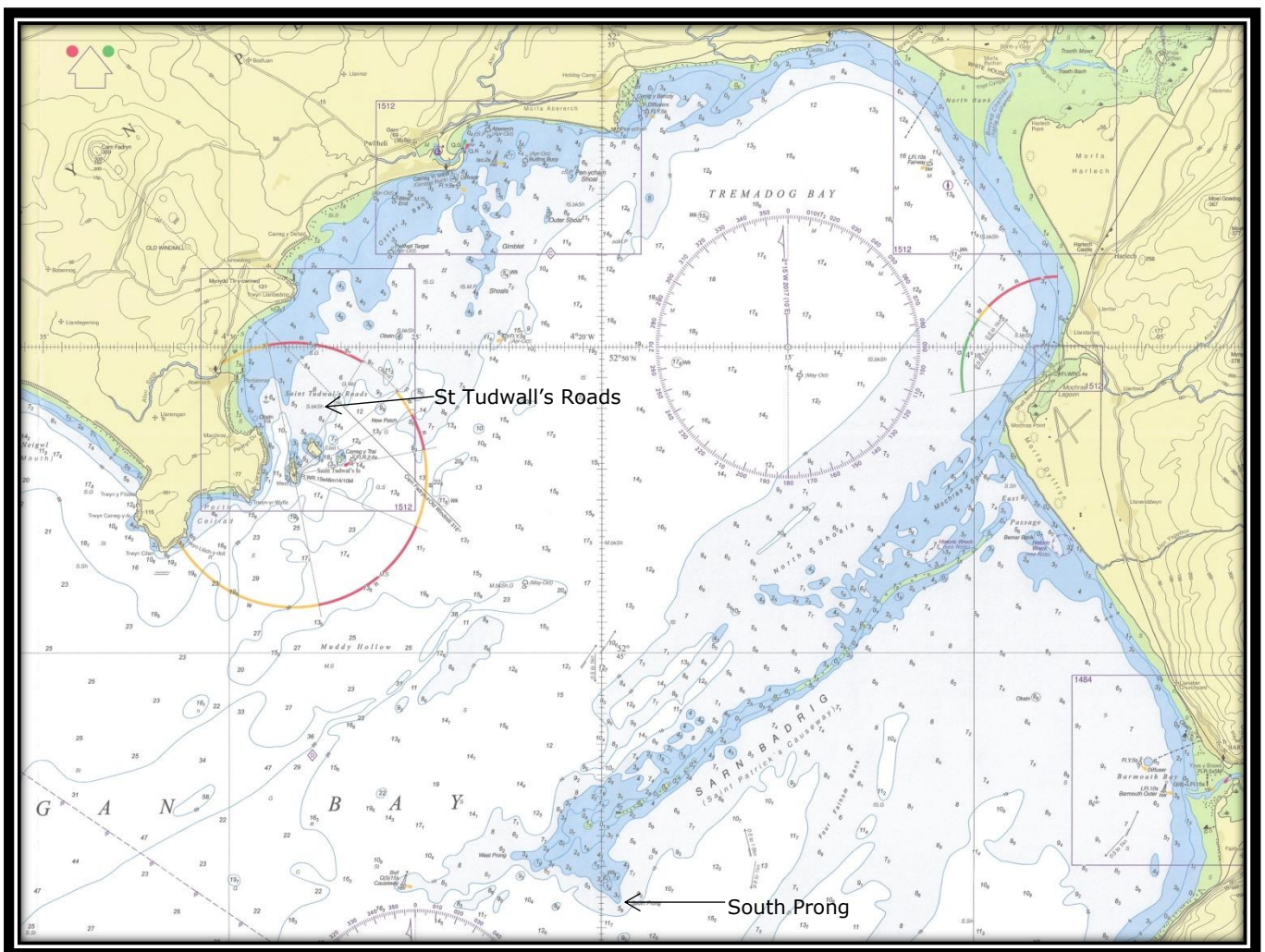


Fig.7 Admiralty Chart 1971 Cardigan Bay Northern Part showing the Bay in more detail

- 4.9 By about half-past eight she had been observed by witnesses ashore, grounded on the Causeway in a rough sea, and the Lifeboats *Jones-Gibb*, stationed at Barmouth, and *Margaret Platt*,\*\* stationed at Pwllheli, were called out to assist.<sup>10</sup>

\*The newspaper report places Wilmington in South Carolina but it is found along the Cape Fear River, southeastern North Carolina, USA.

\*\* The Pwllheli Lifeboat was fully named '*Margaret Platt of Stalybridge*'

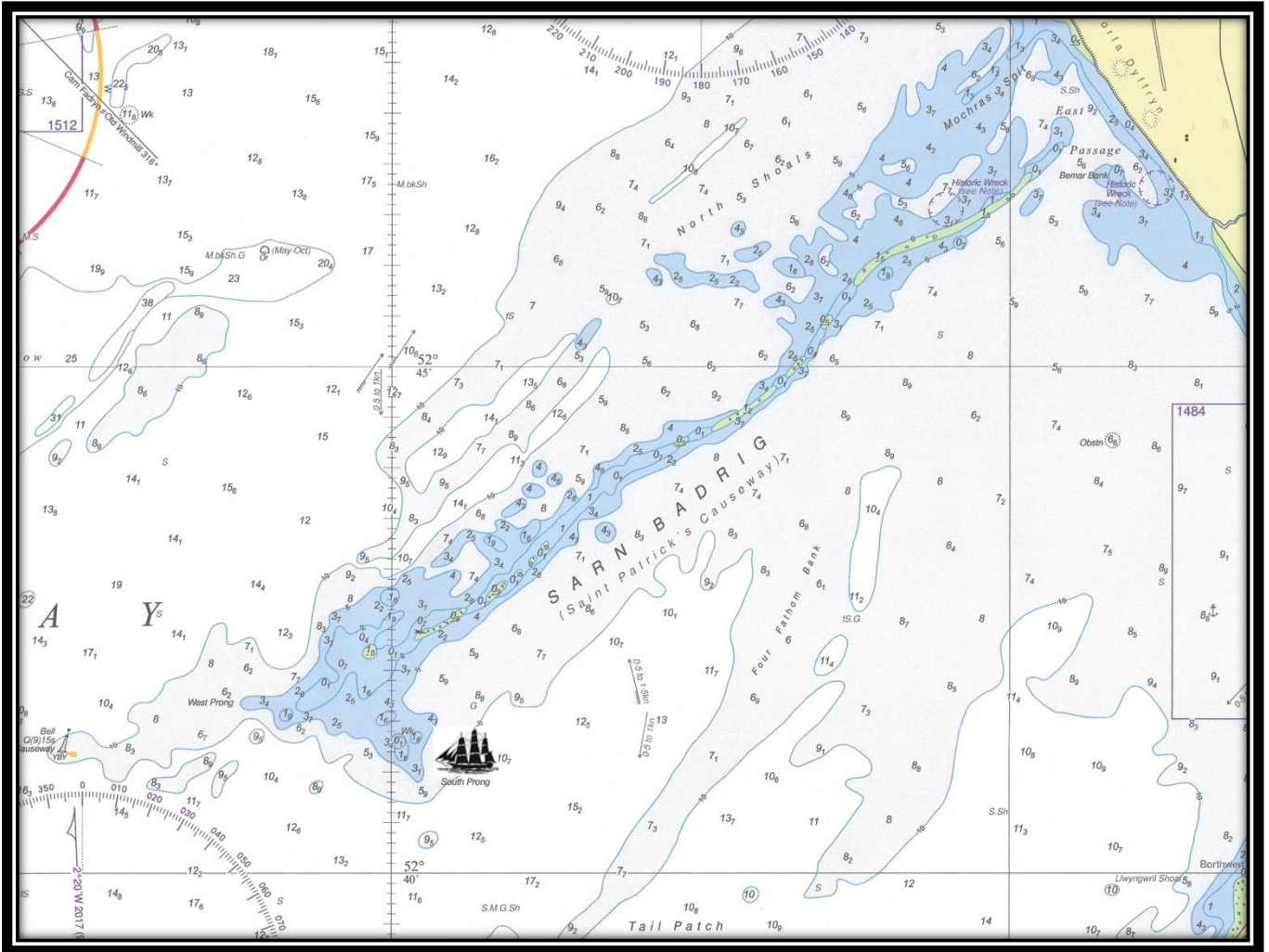


Fig.8 Admiralty Chart 1971 Cardigan Bay Northern Part showing St Patrick's Causeway (Sarn Badrig) and the approximate position of the *Kragero's* grounding.

4.10 The *Margaret Platt* of Stalybridge was an open boat for twelve oarsmen and had been stationed at Pwllheli since 1892.

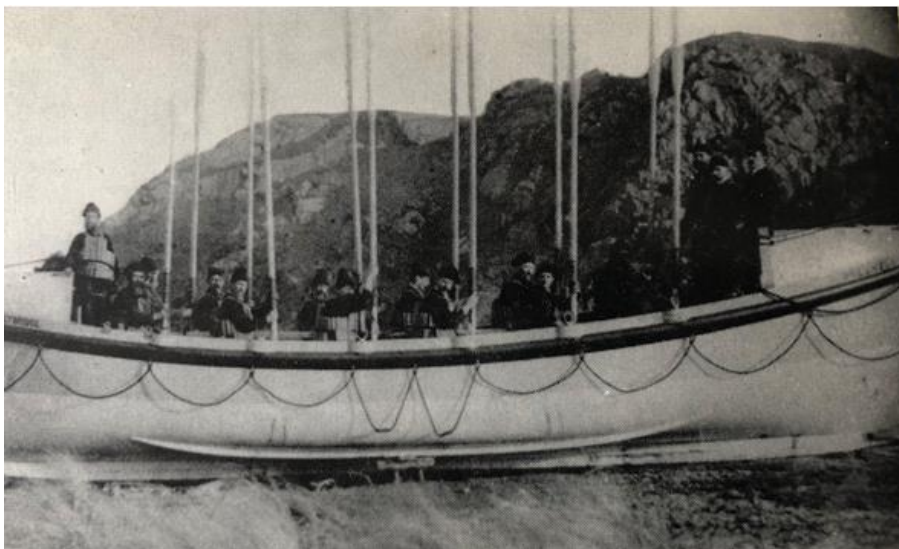


Fig.9 The Pwllheli Lifeboat *Margaret Platt* of Stalybridge

- 4.11 The Jones-Gibb was a 37ft self-righting lifeboat, rowing 12 oars double banked and stationed at Barmouth in July of 1885.

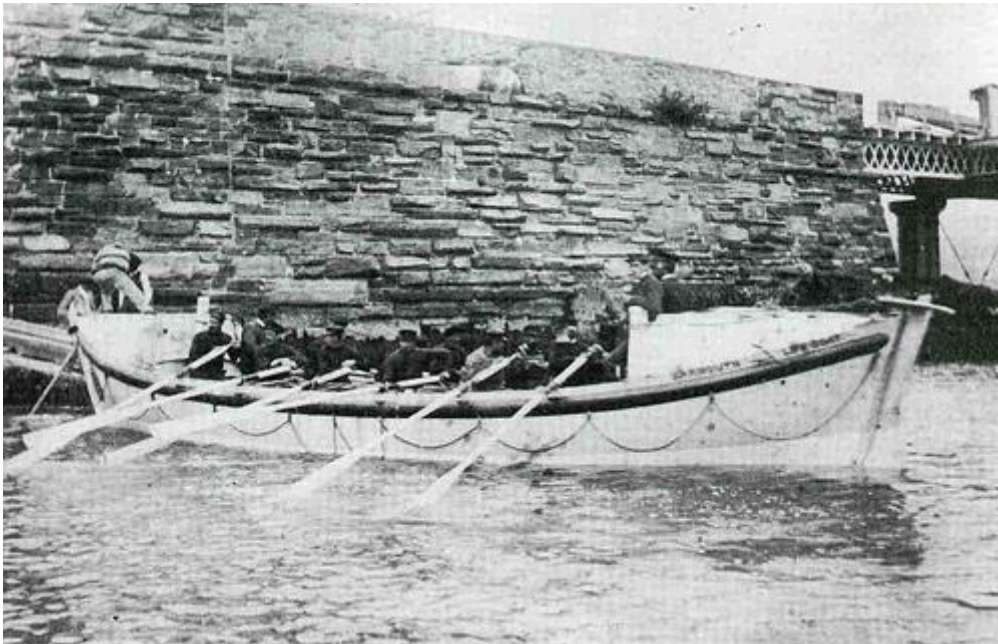


Fig.10 Barmouth Lifeboat *Jones-Gibb* 1890



Fig.11 Crew of the *Jones-Gibb* 1890

- 4.12 A quarter of an hour after being called out, the Barmouth Lifeboat started off towards the *Kragero*.<sup>10</sup>
- 4.13 The crew setting out to the *Kragero* were Messrs John Morris (cox.), John Jones (second cox), Ellis Morris, Evan Jones, Richard Owen, Owen Jones, David Jones, Griffith Jones, John Jones (sailor), David Jones (Pencei), John Davies, Hugh Lloyd, Evan Evans, John Jones (boatman), and Robert Jones.<sup>10</sup>

- 4.14 The *Margaret Platt* arrived at the scene somewhere between one and two o'clock in the afternoon, close to low water, with the *Jones-Gibb* arriving some ten minutes later.<sup>10, 16</sup>
- 4.15 With the *Margaret Platt* arriving first, her Coxswain had already taken charge of the situation.<sup>10</sup>
- 4.16 It appeared on their arrival that the ship's Master, Captain Monson, was absent in search of a steamer to render assistance. He returned shortly afterwards, but the steamer he had met with was not able to approach close enough to be of service.\*
- 4.17 On the flow of the tide the Barmouth men wanted the captain to give them a chance of getting the ship off the Causeway, the Captain, however, said he expected a tugboat would come to his assistance.<sup>10</sup>
- 4.18 Meantime the lifeboat crews, leaving five men in each of their boats boarded the vessel, whose master practically resigned her into their hands.<sup>16</sup>
- 4.19 Later on the Barmouth crew explained that there would be a difficulty for any steamboat to approach the ship in the position in which she was, and that the wind and the tide would only cause the *Kragero* to go further on to the Causeway, probably puncture her boards, and make her a sinking ship and ultimately a total wreck.<sup>10</sup>
- 4.20 The Captain consenting to give the Barmouth crew a chance, they waited until the water began to rise, ran out an anchor with cable, and set the mainsails.<sup>10</sup>
- 4.21 By direction of the coxswain of the boats, the stream anchor was run out to prevent the vessel driving further on the Causeway on to large boulders, and a rope was fastened from the starboard bow on to the rope of the stream anchor, which was then let go, and the crews hove taut with the capstan, and set on all the aft canvas.<sup>16</sup>
- 4.22 The men on hauling at the cable by means of the capstan were fortunately able to get the ship to slew around.<sup>10</sup>
- 4.23 They then set the foresail and jib and their skill was ultimately rewarded by the ship getting altogether clear of the Causeway.<sup>10</sup>
- 4.24 In consequence of these measures the vessel canted off the Causeway into deep water.<sup>16</sup>
- 4.25 The pumps were then tried, and finding no leakage the boat was taken into St. Tudwalls.<sup>10</sup>
- 4.26 By this time it was about four thirty in the afternoon.<sup>16</sup>

\*This coastal steamer was the *SS Rebecca*, a steamship based in Portmadog which used to earn additional profit for her shareholders, besides bringing credit to her port of registry, by helping the tugboats in salvage work.<sup>18</sup>

There is also evidence that she was unable to assist because she had become damaged and lost her own her propeller.<sup>1</sup>

- 4.27 She was then navigated to St Tudwalls Roads and brought to an anchor at seven o'clock, when the lifeboats left her in safety and only slightly damaged.<sup>16</sup>
- 4.28 The Pwllheli Lifeboat returned to her quarters about one a.m. the following morning.<sup>11</sup>
- 4.29 From St Tudwalls she was later fetched by a tugboat and conveyed to her destination.<sup>10</sup>
- 4.30 The value of the ship and cargo thus saved was over £4000.<sup>16</sup>
- 4.31 The crews of the Barmouth and Abersoch lifeboats entered a claim for £1000 on the agents of the Norwegian ship *Kragero* for service rendered on the 3<sup>rd</sup> August in getting her off St Patrick's Causeway and safely mooring her in St Tudwalls Road. Captain Richard Owen, of Barmouth, was in charge of the helm till she arrived in the roads.<sup>13</sup>
- 4.32 Proceedings in the Admiralty Court were commenced by the lifeboats for salvage of property, and ultimately £450 was paid to their solicitors (Messrs. Masters and Rogers of Liverpool) for equal division between both crews.<sup>16</sup>
- 4.33 Some six months after the salvage, the crews of the Barmouth and Pwllheli Lifeboats shared the £450 (subject to deductions of one sort or another).<sup>16</sup>
- 4.34 On 13 February 1896 it was reported in the Aberystwith Observer that '*Captain Evan Jones, local Secretary to the Pwllheli lifeboats, has received from the owners of the Norwegian barque Kragero the sum of £175 to be divided amongst the crew of the boat Margaret Platt, stationed at Pwllheli*'.<sup>13</sup>
- 4.35 The owners of the *SS Rebecca* claimed £300 for salvage but were awarded only £75.<sup>1</sup>
- 4.36 Once repaired the *Kragero* continued with her trading voyages to such destinations as Bilbao in Spain, Bahia in Brazil, Porto Praya, Cape Verde in West Africa and Trinidad as detailed in Table 2.

### **Whitehaven Harbour Incident**

- 4.37 In 1904 the Whitehaven harbour Commissioners made a claim for compensation against the owners of the *Kragero* for damage sustained to the Old North Wall Pier and to the tug *Borwick Rails* through negligence.<sup>21</sup>

### **Captured off the Skagerrak 1917**

- 4.38 Still owned by Henrich Bjrøn jnr, the *Kragero* continued to ply her trade, even with the outbreak of the First World War.
- 4.39 On 08 June 1917, whilst on a voyage from Norway to the UK with a cargo of pit props, the *Kragero*, Captained by G. Hansen, was stopped by *UB33*, a German type UB II submarine.

4.39 The *UB33*, commanded by Kapitänleutnant Karl Ruprecht came across the *Kragero* at position 58° 03'N, 8° 27'E in the Skagerrak, a straight running between the southeast coast of Norway, the west coast of Sweden and the Jutland Peninsula of Denmark which leads to the Baltic Sea.

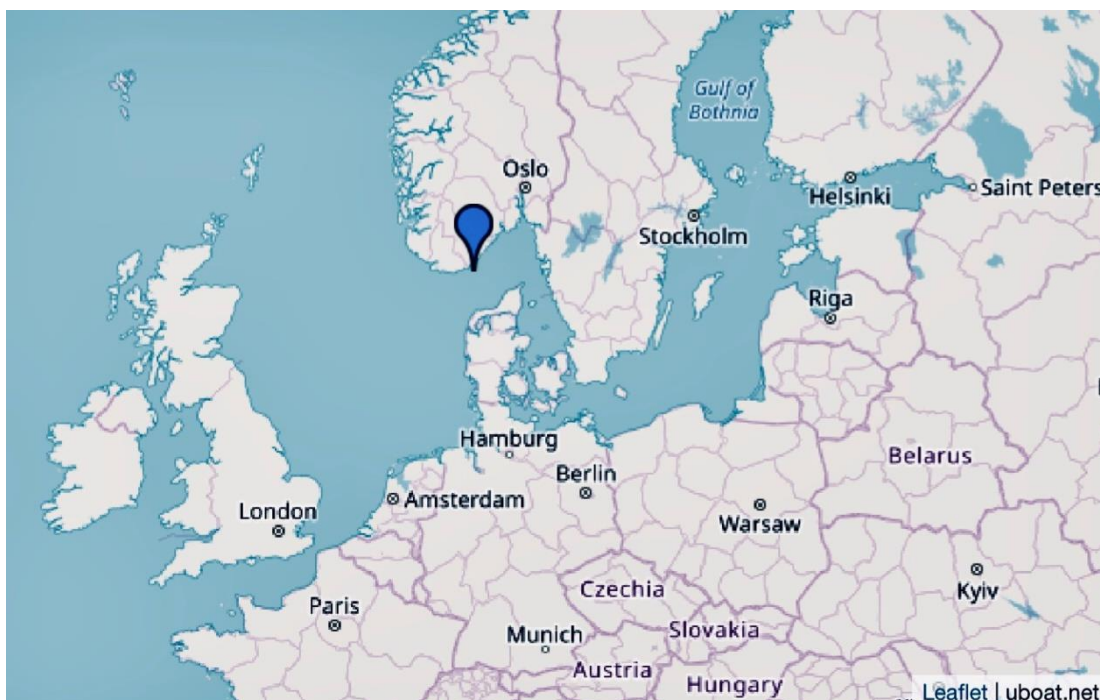


Fig. 12 The position of the attack on the *Kragero*

4.40 The *Kragero* and her cargo were taken as a prize and sailed to Hamburg.

4.41 It is not known what happened to her captain and crew.

### German Ownership

4.42 Once in Hamburg she was assessed, taken over by the German State and renamed '*Alfred*'.<sup>3</sup>

4.43 In 1918 she came under the ownership of Leonhardt & Blumberg of Hamburg and renamed '*Tony*' or '*Toni*'.<sup>2</sup>

4.44 In 1919 / 20 she again came under new ownership, joining the fleet of eleven other ships owned by H. Fölsch & Co and renamed '*Minister Cruchaga*' and used to carry ice.<sup>4</sup>

### Scrapping

4.45 In August 1921 she was sold to the shipyard of A. Hinks in Appledore, Devon for scrapping.<sup>4</sup>



## 5.0 Research Methodology

5.1 Equipment used to access the internet included:

- HP Pavilion 'g series' laptop operating on Windows 10
- Apple iPad Pro

5.2 Internet access via BT.

5.3 Web browsers used were Internet Explorer and Google.

5.4 Google translate was used to translate from both Norwegian and German into English.

5.5 Although a web based exercise, in order to fully research the vessel's history and others in the future, a number of second-hand books were purchased from internet sellers, usually via AbeBooks.

5.6 With no prior knowledge of the *Kragero*, initially random searches were carried out on the internet using her name and other related terms in various combinations, such as 'ship', 'Norwegian', 'barque', 'bark', 'grounded', 'Cardigan Bay', 'St Patrick's Causeway'.

5.7 Web based maritime archive sources were checked for information.

5.8 Web based newspaper archive sources were checked for information.

5.9 The RNLi archive was a good source of information as two of their lifeboats were involved in the grounding incident on St Patrick's Causeway.

5.10 Once an amount of information had been gathered it was sifted through to ensure it was the correct ship, collated and put into a chronological order.

5.11 Primary sources were not always available, however, where a number of sources matched very similar information it was taken as correct unless otherwise proved.

## 6.0 Results

Table 1. General Information

Vessel	Name/s	Kragero		
	Type	Bark / Barque		
Built	Date	1872		
	Delivered	October 1872		
	Builder	J. Hamborg		
		Kragero		
Construction	Materials	Wood		
	Decks			
	Bulkheads			
Propulsion	Type	Sail		
	Details	Bark / Barque		
Engine	Details	No engine		
Dimensions	Length	156ft	3ins	m
	Beam	32ft	2ins	m
	Draught	17ft	4ins	m
Tonnage	Gross	550		
	Net	497		
Cargo Volume		269 coml. (Commercial Lasts – see Appendix A 1.)		
Owner 1	1872	Henrich Bjørn jnr		
		Kragero		
Owner 2	1910	Henrich Bjørn jnr		
		Kragero		
Owner 3	June 1917	German Reich – renamed 'Alfred'		
	1918	Leonhardt & Blumberg		
		Hamburg – renamed 'Tony / Toni'		
Owner 4	1920	H. Folsc & Co.		
		Hamburg – renamed 'Minister Cruchaga'		
Owner 5	1921	Sold for scrapping to A. Hinks Shipyard at Appledore		
Registry	Port	Kragero		
	Flag	Norwegian		
	Call sign	HRCB		
	Class	A2-3N 2 - 2.16		
Routes	From	Norway, USA, Spain, Brazil, West Africa, Trinidad, Ireland.		
	To	UK		
Cargo	General	Including timber, pit props, turpentine, resin, coal and ice.		
Captain 1	1872-1876	N. Larsen		
Captain 2	1876-1881	P. C. Barth		
Captain 3	1881-1891	Chr. Halvorson		
Captain 4	1891-1905	S. Monson / Monsen		
Captain 5	1905-1907	Carl Klem		
Captain 6	1907-1917	G. Hansen		

## Shipping Movements

Table 2. Reports of *Kragero's* movements found in newspapers using <https://newspapers.library.wales>

Date	Location	Information	Source
12 December 1881	River Shannon, Ireland	The <i>Kragero</i> , Norwegian barque is reported from Cappa, by telegraph from Kilrush, December 13 <sup>th</sup> , to have gone ashore on Scatterry Island in trying to go between Hog Island and Scatterry island.	Times of London 13 December 1881
01 May 1882	Lizard Signal Station	Monday – Wind SW, strong. Weather showery Passed East – <i>Kragero</i> of <i>Kragero</i> .	South Wales Daily News 02 May 1882
11 December 1885	Cardiff Docks	Cardiff – Arrivals – West Bute Dock <i>Kragero</i> , 531, <i>Kragero</i> , timber.  Imports – Dec 11 <i>Kragero</i> , <i>Kragero</i> , 227 standards timber, Horsley & Co	South Wales Daily News 12 December 1885
30 July 1886	Cardiff	Entered Outwards – July 30 Buenos Ayres, <i>Kragero</i> , Nwy, 531, Halvorsen, tellefsen, Wills & Co.	South Wales Daily News 31 July 1886
08 March 1888	Cardiff	On Thursday the Norwegian barque <i>Kragero</i> , whilst docking in the East Bute Dock, Cardiff, struck the east pier, damaging her fore channels and stanchions.	South Wales Daily News 10 March 1888
25 May 1889	Lizard Signal Station	Saturday – Wind N, strong. Weather squally. Passing West – <i>Kragero</i> of <i>Kragero</i>	South Wales Daily News 27 May 1889
29 June 1889	Cardiff	Cleared June 29 Bahia, <i>Kragero</i> , Nwy, 780 coal	South Wales Daily News 01 J
21 November 1890	Swansea	Entered Outwards – November 21 Buenos Ayres, <i>Kragero</i> , Halvearsen, 538, A. Naerup & Co	The Western Mail 22 November 1890
02 December 1890	Swansea	Cleared – Dec 2 Buenos Ayres, <i>Kragero</i> , Nwy, 750 coal	The Western Mail 03 December 1890
09 December 1890	Swansea Bay Signal Station Mumbles Lighthouse	Tuesday – Wind SE, moderate. Weather overcast. Passed West – Barque <i>Kragero</i> of <i>Kragero</i> .	South Wales Daily News 10 December 1890
24 September 1891	Cardiff	Cardiff – Arrivals – West Bute Dock <i>Kragero</i> , 538, <i>Kragero</i> , mining timber  Imports - September 23 and 24 <i>Kragero</i> , <i>Kragero</i> , mining timber, Prestage & Smith	The Western Mail 25 September 1891
26 October 1891	Cardiff	Sailings – Roath Dock – Oct 26. <i>Kragero</i> , Hansen, Pernambuco.	South Wales Daily News 28 October 1891
13 September 1892	Swansea	Cleared Sept. 13. Wilmington, <i>Kragero</i> , Nwy, ballast	South Wales Daily News 14 September 1892

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17 September 1892	Swansea	Sailings – South Dock – Sep 17 Kragero, Morison, Wilmington	South Wales Daily News 20 September 1892
14 July 1893	Lizard Signal Station	Friday – Wind N. moderate. Weather cloudy. Barometer 30.00, rising Passed West – Kragero of Kragero.	South Wales Daily News 15 July 1893
14 September 1893	Cardiff	Cleared – Sep 14. Pernambuco, Kragero, Nwy, 900 coal	South Wales Daily News 15 September 1893
08 September 1894	Lizard Signal Station	Passed East Kragero, from Buenos Ayres	The Western Mail 10 September 1894
02 August 1895	Cardigan Bay	Yesterday (Friday) week a vessel was observed on St Patrick's causeway near the South Prong.....the vessel proved to be the Kragero of Kragero.	The North Wales Chronicle and Advertiser for the Principality 10 August 1895
13 January 1896	Newport	Alexandra Dock – Jan 13 Kragero, 509, Kragero, pitwood.  Imports – Jan 13 Kragero, Kragero, 530 loads pitwood, Jones Heard Bilbao	South Wales Daily News 14 January 1896
18 January 1896	Newport	Entered Outwards – Jan 18 Pernambuco, Nwy, 509, Jones, Heard & Co.	South Wales Daily News 20 January 1896
16 February 1896	Newport	Sailings – Alexandra Dock – Feb. 16 Kragero, Monson, Bahia	South Wales Daily News 18 February 1896
20 October 1896	Cardiff	Arrivals - Bute East Dock – Oct 20 Kragero, 508, Sharpness, coal.  Imports - Oct 20. Sharpness, Kragero, coal for export	South Wales Daily News 21 October 1896
31 October 1896	Cardiff	Sailings – Bute East Dock Oct 31 Kragero, Nansen, Bahia.	South Wales Daily News 03 November 1896
04 March 1899	Cardiff	Cardiff – Arrivals – Bute East Dock – Mar 4. Kragero, 509,	South Wales Daily News 06 March 1899
17 April 1899	Cardiff	Sailings – Bute East Dock – April 17. Kragero, (Moresen), Trinidad	Weekly Mail 22 April 1899
02 February 1900	Lizard Signal Station	Friday, Wind E. fresh. Barometer 29.72, steady. Passed West – Kragero of Kragero.	South Wales Daily News 03 February 1900
05 February 1900	Cardiff	Cardiff – Arrivals – Roath Dock Kragero, 509, Kragero, pitprops	South Wales Daily News 06 February 1900
15 February 1900	Cardiff	Penarth Dock - Entered Outwards – February 15 Porto Praya, Kragero, Nwy, Monsen, 508, C.F. Hansen & Co.	The Western Mail 16 February 1900
23 February 1900	Cardiff	Cleared – Feb 23 Porto Praya. Kragero, s, Nwy, 760 coal.	The Western Mail 01 March 1900
28 February 1900	Cardiff	Cleared – Feb 28 Porto Praya, Kragero ss. Nwy 760 coal.	South Wales Daily News 01 March 1900

## Welsh Wreck Web Research Project

## Nautical Archaeology Society

01 March 1900	Cardiff	Sailings – Bute East Dock Krugero – (Nonsen), Porto Praya.	The Western Mail 03 March 1900
04 December 1903	Cardiff	Cardiff – Arrivals, Bute West Dock Kragero, 508, Kragero, mining timber and props.  Imports – Kragero, Kragero, mining timber and props	Evening Express 05 December 1903

## 7.0 Analysis

- 7.1 The grounding of the *Kragero* on St Patricks Causeway was well documented from many differing sources on the internet as well as maritime books.
- 7.2 Websites that produced very useful information for this project included:
- <https://newspapers.library.wales>  
For shipping news
  - <https://lifeboatmagazinearchive.nli.org/>  
For details of lifeboat rescues
  - <https://www.histomar.net/documents/UBase.pdf>  
Ships Sunk or Captured by U Boats
  - <https://www.sjohistorie.no/en/skip/16903/default#&gid=1&pid=1>  
Basic details and the picture of the *Kragero*
- 7.3 It took a long time to go through many of the web pages, especially the newspapers, because the '*Kragero*' was named after the town where she was built, therefore using '*Kragero*' in a search term would result in many internet positive search 'hits', especially if another vessel came from *Kragero*.
- 7.4 Early in the research it became apparent there had been another schooner named the *Kragero* built in 1805 so documents had to be double checked to ensure they were for the correct ship being researched.
- 7.5 In order to make a readable report in chronological order, information was taken from a number of sources in part and inserted into the report.
- 7.6 Original text was kept where possible, minimal changes were made only in order to correct spelling errors and for grammatical purposes, however the complete, original text from which information was taken has been placed into Appendix B.
- 7.7 Google translate was used to translate text from both Norwegian and German websites and documents. It appeared fairly accurate for the purposes of this report. Some words were changed where it was obvious that a word did not translate directly into English but it was clear what word would be used in the context of the phrase.
- 7.8 There are other areas that may be worth further investigation, these include:
- Confirming whether any Lloyds survey records exist, even though the *Kragero* is Norwegian
  - Contacting the Norwegian Maritime Museum for any records they may have
  - Obtaining the records in relation to the claim by the Whitehaven Harbour commissioners against the owner of the *Kragero* for damage to the pier

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<sup>5</sup>[http://www.clarelibrary.ie/eolas/coclare/genealogy/don\\_tran/fam\\_his/scattery/1852\\_1908.htm](http://www.clarelibrary.ie/eolas/coclare/genealogy/don_tran/fam_his/scattery/1852_1908.htm)

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<sup>6</sup>[https://www.festipedia.org.uk/wiki/Porthmadog\\_Coastal\\_Steamers](https://www.festipedia.org.uk/wiki/Porthmadog_Coastal_Steamers)

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<sup>7</sup><https://www.skipet.no/skip/skipsforlis/forlislister-1906-1939/1917-forlis>

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Page 86, record 320  
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<sup>8</sup><https://www.histomar.net/documents/UBase.pdf>

Ships Sunk or Captured by U Boats  
(Accessed 05 April 2020)

<sup>9</sup>[https://uboat.net/wwi/ships\\_hit/3391.html](https://uboat.net/wwi/ships_hit/3391.html)

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<sup>10</sup><https://newspapers.library.wales/view/3314675/3314682>

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<sup>11</sup><https://papuraunewydd.llyfrgell.cymru/view/4457083/4457089>

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<sup>13</sup><https://newspapers.library.wales/view/3824214/3824221/30/Kragero>

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(Accessed 13 June 2020)

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<sup>14</sup><https://rnliarchive.blob.core.windows.net/media/1168/0179.pdf>

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<sup>17</sup>Parry, H (1969) *Wreck and Rescue on the Coast of Wales - 1: The Lifeboats of Cardigan Bay and Anglesey*  
D. Bradford Barton Ltd, Truro.

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<sup>19</sup>Jones, I.W. (2001) *Shipwrecks of North Wales*.  
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<sup>20</sup>Sheil, Inger. (2011) *Titanic Valour: The Life of Fifth Officer Harold Lowe*  
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### Picture Sources

Fig.1 Map – Ship locations of the Merioneth and Caernarvonshire sections of Cardigan Bay  
<sup>19</sup>Jones, I.W. (2001) *Shipwrecks of North Wales*.

Fig.2 Map – General locations of the groundings  
MADU

Front cover & Fig.4 Bark *Kragero*  
<sup>2</sup><https://www.sjohistorie.no/en/skip/16903/default#&qid=1&pid=1>

Fig.5 Map of Ireland showing approximate location of Scatterly Island

Fig.6 Google Earth view of the Shannon Estuary  
Google Earth

Fig.9 The Pwllheli Lifeboat *Margaret Platt of Stalybridge*  
<sup>17</sup>Parry, H (1969) *Wreck and Rescue on the Coast of Wales - 1: The Lifeboats of Cardigan Bay and Anglesey*

Fig.10 Barmouth Lifeboat *Jones-Gibb* 1890

Fig.11 Crew of the *Jones-Gibb* 1890  
<http://www.barmouthlifeboat.co.uk/History%20page.htm>

Fig.12 The position of the attack on the *Kragero*  
<sup>9</sup>[https://uboat.net/wwi/ships\\_hit/3391.html](https://uboat.net/wwi/ships_hit/3391.html)

## Appendices

### Appendix A – Additional Explanatory Notes

#### 1. Commercial Lasts

'Coml.' is the shortened form for 'Commercial Lasts' or 'Kommerselester' in Norwegian.

Commercial Lasts, is a measurement for the inside volume of the ship and was recognised as the ships burthen or burden.

One Norwegian Commercial last = 2.08 net register ton = 165 cu ft of cut board or 130 cu ft of round timber.

The unit was in regular use in shipping from the 17th century, but the size of the unit has varied from country to country and at different times.

In Denmark and Norway, a commercial read was fixed at 5200 pounds (about 2600 kg) in 1769.

For lumber it was to be 4,000 pounds, but was usually counted equal to a large hundred (120) pieces of normal plank, which amounts to just over 3 m<sup>3</sup>.

In 1824, the Norwegian commercial last was set at 2955 kg, a commercially read lumber to 160 cubic feet and a read coal to 64 cubic feet.

At the transition to the metric system in 1875, a commercially read lumber was set equal to 5 m<sup>3</sup> and a read litter equal to 2 m<sup>3</sup>.

Kommerselest was also used to indicate the ship's gestation or carrying capacity.

A Norwegian commercial answered to 2.08 net register tonnes equivalent to 5.89 m<sup>3</sup>.

In most other northern European countries, the target for ship volume was somewhat smaller.

Source: <https://snl.no/kommerselest>

Translated to English from Norwegian using Google Translate with corrections by author)

#### 2. St Patrick's Causeway (Sarn Badrig)

St Patrick's Causeway, now more commonly known by the Welsh spelling of Sarn Badrig, is a rock and shingle reef extending under the sea in Cardigan Bay on the west coast of Wales.

Sarn Badrig extends south-westwards under the sea from Mochras Point, on Shell Island, near Harlech, parallel to the Llŷn Peninsula for a length of about 24km (14 miles) and large parts of it are exposed, especially at low spring tides.

## Appendix B – Full Text of Source Information

<sup>1</sup><https://web.archive.org/web/20070425234855/freespace.virgin.net/r.cadwalader/maritime/lifeboat/wreck.htm>

Vessel Losses and Casualties in Tremadog Bay and on St Patrick's Causeway

Kragero: Aground. SS Rebecca of P'madog went to assist but was damaged and lost her own propeller. The owners claimed £300 for salvage but were awarded only £75.

<sup>3</sup>[http://www.seilskuteklubben.no/index.php?option=com\\_content&view=article&id=210&catid=9&Itemid=338](http://www.seilskuteklubben.no/index.php?option=com_content&view=article&id=210&catid=9&Itemid=338)

### Norwegian

Var bygd av tre I Kragero I 1872 av H. Bjørn jr og målte 269 kommerselster (510 tonn). Den tilhørte i alle år Bjørn jr.s rederi I Kragero til 1918, da den ble kapret, innbrakt til Hamburg og prisedømt. Ble seinere døpt om til Alfred og Toni, og i 1923 het den Minister Cruchada og seilte da under tysk flagg, heimehørende I hamburg.

Førere var: fra 1873 N. Larsen, 1877 P.C. Barth, 1882 Chr. Halvorsen, 1892 S. Monsen, 1906 Carl Klem, og fra 1908 G. Hansen.

### English (translated using Google Translate with corrections by author)

Was built of wood In Kragero in 1872 by H. Bjørn Jr and measured 269 commercial lasts (510 tons). It belonged to Bjørn Jr.'s shipping company in Kragero until 1918, when it was hijacked, brought to Hamburg and prize-assessed. Was later renamed Alfred and Toni, and in 1923 it was named Minister Cruchada and then sailed under the German flag, home to Hamburg.

Captains were: from 1873 N. Larsen, 1877 P.C. Barth, 1882 Chr. Halvorsen, 1892 S. Monsen, 1906 Carl Klem, and from 1908 G. Hansen.

<sup>4</sup><http://www.krieg-nolte.de/302,0011>

### German

Der Vertrag von Versailles 1919 bereitete der Reederei ihr Ende. Die Flotte der Reederei umfaßte 12 Segelschiffe. Es sind:

Eis. Bark  
 "Toni", ex "Alfred", ex "Elisabeth", ex "Minister Cruchaga". 554 BRT. Angek. 1919 von Willy Bölster, Hamburg. Erb. 1872 in Kragerö. Verk. Aug 1921 an H. Hinks, Appledore, England, zum Abwracken

### English (translated using Google Translate with corrections by author)

The Treaty of Versailles in 1919 brought the shipping company to an end. The fleet of the shipping company consisted of 12 sailing ships.

They are:

Ice. Bark

"Toni", ex "Alfred", ex "Elisabeth", ex "Minister Cruchaga". 554 GRT. Angek. 1919 by Willy Bølster, Hamburg. Erb. 1872 in Kragerö. Sold Aug 1921 to H. Hinks, Appledore, England, for scrapping

<sup>5</sup>[http://www.clarelibrary.ie/eolas/coclare/genealogy/don\\_tran/fam\\_his/scattery/1852\\_1908.htm](http://www.clarelibrary.ie/eolas/coclare/genealogy/don_tran/fam_his/scattery/1852_1908.htm)

1881 12th December (*Times of London*)

The *Kragero*, Norwegian barque is reported from Cappa, by telegraph from Kilrush, December 13th, to have gone ashore on Scattery Island in trying to go between Hog Island and Scattery Island

<sup>6</sup>[https://www.festipedia.org.uk/wiki/Porthmadog\\_Coastal\\_Steamers](https://www.festipedia.org.uk/wiki/Porthmadog_Coastal_Steamers)

Carnarvonshire & Merionethshire Steamship Company Ltd.

Although Porthmadog owners had more than 150 sailing vessels in 1890 it never had many steam ships. Two locally famous steam coasters were owned by the Carnarvonshire & Merionethshire Steamship Company Limited of Porthmadog.

From the 1840s there were 4 sailing ships operating weekly between Porthmadog and Liverpool. [Samuel Holland Jnr.](#) led a group of shopkeepers and businessmen who lived around Porthmadog and Ffestiniog in forming the company with a first Annual General Meeting in 1865. The company regarded dividends to shareholders as more important than good service to customers.

Their two successive ships were both called *Rebecca*. They ran weekly from Porthmadog to Liverpool with a stop on the way at Pwllheli. *Rebecca* was bought in 1864. She was managed by Liverpool shipbrokers David W Davies and Co. and on her funnel were the letters D W D & Co. £8,000 was invested in the first *Rebecca* which at the time would have paid for six wooden schooners.

There was more trade to and from Porthmadog where eight men were needed to unload and load the ship but at Pwllheli two men and a barge sufficed. From Porthmadog to Liverpool cargoes included oysters and iron goods from Britannia Foundry which would be returned South after galvanising if they were destined for shipbuilding.

Passengers were carried in competition to the railways because of the cheapness of a 5/- shilling fare but it was uncomfortable with cramped accommodation directly over the propeller. Strong stomachs were required for she had a long narrow shallow hull - essential for crossing the Porthmadog bar - but it made her roll. To save money she stopped using the Porthmadog pilots and her captain had to navigate her from Tremadog Bay over the bar and into Porthmadog Harbour.

Salvage awards for helping ships in difficulty that she found on her passages were a useful little earner.

She was re-engined by a Glasgow firm in 1886. A new ship, also called *Rebecca*, was ordered from Glasgow builders in 1894 at a cost of £6,000. Her top speed in trials was 10.9 knots and she was more comfortable for passengers.

The original *Rebecca* was sold to owners based in the port of Ayre in 1896. She was later sold via Liverpool to an owner in France and renamed *Le Gouet*.

She was wrecked on the Ile d'Oleron to the South of La Rochelle when on passage from Morlaix to Bordeaux with a cargo of oats on 4th November 1907.

<sup>7</sup><https://www.skipet.no/skip/skipsforlis/forlislister-1906-1939/1917-forlis>

### **Norwegian**

320) Bark KRAGERØ (HRCB)

Bygd av J. Hamborg, Kragerø 550 brt, 497 nrt 156.3 x 32.2 x 17.6

1872: Okt.: Levert som KRAGERØ for Heinrich Biørn jr., Kragerø 1909: Eierfirmaet omdøpt Heinrich Biørn jr. A/S, Kragerø 1917: 08.06.: Oppbrakt av tysk ubåt UB 33 i Skagerak på reise Norge – UK med props.

Ført til tysk havn og erklært god prise. 1917: Satt i fart som ALFRED for ukjent tysk eier. 1918: Solgt til Leonhart og Blumberg, Hamburg, Tyskl. Omdøpt TONY 1920: Solgt til H. Folsch & Co., Hamburg, Tyskl. Omdøpt MINISTER CRUCHAGA 1921: Solgt for hogging i UK

### **English (translated using Google Translate with corrections by author)**

Built by J. Hamborg, Kragerø 550 grt, 497 nrt 156.3 x 32.2 x 17.6

1872: Oct.: Delivered as KRAGERØ for Heinrich Biørn Jr., Kragerø 1909: The owner company renamed Heinrich Biørn Jr. A/S, Kragerø 1917: 08.06.: Brought up by German submarine UB 33 in Skagerak on the journey Norway – UK with props.

Taken to German port and declared good fare. 1917: Set at speed as ALFRED for unknown German owner. 1918: Sold to Leonhart and Blumberg, Hamburg, Tyskl. Renamed TONY 1920: Sold to H. Folsch & Co., Hamburg, Tyskl. Renamed MINISTER CRUCHAGA 1921: Sold for scrapping in UK

<sup>10</sup><https://newspapers.library.wales/view/3314675/3314682>

The Cambrian News and Merionethshire Standard 09 August 1895

SKILFUL CONDUCT OF THIS LIFEBOAT CREW.

On Saturday morning about half-past eight a vessel was sighted on St. Patrick's Causeway, and in about a quarter of an hour afterwards the Barmouth lifeboat started off to her.

The crew were Messrs John Morris (cox.), John Jones (second cox), Ellis Morris, Evan Jones, Richard Owen, Owen Jones, David Jones, Griffith Jones, John Jones (sailor), David Jones (Pencei), John Davies, Hugh Lloyd, Evan Evans, John Jones (boatman), and Robert Jones.

The ship was reached about two o'clock, when it was found that she was the Norwegian ship Kragero, Captain Monson, master, of 514 tons register, bound "from Wilmington in America, with turpentine and resin.

She had made the passage in twenty-eight days, intending to run up to Manchester, but missing the point in the somewhat bad weather of last week ran into Cardigan Bay.

On arrival the Barmouth crew found that the crew of the Abersoch lifeboat, which had arrived about ten minutes before, was in charge.

On the flow of the tide the Barmouth men wanted the Captain to give them a chance of getting the ship off the Causeway. The Captain, however, said he expected a tugboat would come to his assistance.

Later on the Barmouth crew explained that there would be a difficulty for any steamboat to approach the ship in the position in which she was, and that the wind and the tide would only cause the Kragero to go further on to the Causeway, probably puncture her boards, and make her a sinking ship and ultimately a total wreck.

The Captain consenting to give the Barmouth crew a chance, they waited until the water began to rise, ran out an anchor with cable, and set the mainsails.

The men on hauling at the cable by means of the capstan were fortunately able to get the ship to slew around.

They then set the foresail and jib and their skill was ultimately rewarded by the ship getting altogether clear of the Causeway.

The pumps were then tried, and finding no leakage the boat was taken into St. Tudwall's Roads, whence she was fetched by a tugboat and conveyed to her destination.

<sup>11</sup><https://papuraunewydd.llyfrgell.cymru/view/4457083/4457089>

The North Wales Chronicle and Advertiser for the Principality - 10 August 1895

#### VESSEL ASHORE

Yesterday (Friday) week a vessel was observed on St Patrick's Causeway near the South Prong.

The Pwllheli Lifeboat, Margaret Platt, at once put off to her assistance.

The vessel proved to be the 'Kragero' of Kragero, Norwegian barque (Captain Monson), bound from Wilmington to Manchester with a cargo of resin and turps.

With the assistance of the lifeboat the vessel was got off and safely anchored in St Tudwall's Roads the same evening, having sustained trifling damage, the boat returning to her quarters about one a.m. the following morning.

<sup>12</sup><https://newspapers.library.wales/view/3047506/3047510>

The Aberystwith Observer - 13 February 1896

#### Salvage

Captain Evan Jones, local Secretary to the Pwllheli lifeboats, has received from the owners of the Norwegian barque *Kragero* the sum of £175 to be divided amongst the crew of the boat *Margaret Platt*, stationed at Pwllheli. The vessel, which was oil-laden, bound for Manchester, grounded on the St Patrick Causeway in August last, and the Pwllheli boat put off to her aid, and, assisted by the Barmouth boat, ultimately succeeded in getting her off, and towed her into a safe anchorage in St Tudwalls Roads, her cargo being saved.

<sup>13</sup><https://newspapers.library.wales/view/3824214/3824221/30/Kragero>

The Cardigan Bay Visitor - 17 August 1895

#### Barmouth – Ship Salvage

The crews of the Barmouth and Abersoch lifeboats have entered a claim for £1000 on the agents of the Norwegian ship *Kragero* for service rendered on the 3<sup>rd</sup> August in getting her off St Patrick's Causeway and safely mooring her in St Tudwalls Road. Captain Richard Owen, of Barmouth, was in charge of the helm till she arrived in the roads.

<sup>14</sup><https://rnlarchive.blob.core.windows.net/media/1168/0179.pdf>

The Lifeboat Journal (Vol. XVI – No. 179) 01 February 1896

#### Barmouth and Pwllheli

On the 2<sup>nd</sup> August the Lifeboats *Jones Gibb*, stationed at Barmouth, and *Margaret Platt* stationed at Pwllheli, proceeded to the assistance of the barque *Kragero*, of *Kragero*, bound from Wilmington, South Carolina, for Manchester, with turpentine and resin, which had stranded on St Patrick's Causeway in a strong wind from W. by S and a rough sea.

By means of anchors, which they laid out, and setting all possible sail, the Lifeboat men succeeded in getting the vessel off the sand, and took her to a safe anchorage in St. Tudwalls Roads.

The barque had a crew of twelve men on board.

<sup>15</sup><https://rnlarchive.blob.core.windows.net/media/1169/0180.pdf>

The Lifeboat Journal (Vol. XVI – No. 180) 01 May 1896

#### Lifeboat Services in 1895

*Kragero*, barque of *Kragero* – saved vessel and 12 lives saved.

<sup>16</sup>Lloyd, Lewis. (1993) *Wherever Freights May Offer – The Maritime Community of Abermaw/Barmouth 1565 to 1920*

Gwasg Pantycelyn

Then in August 1895, the first Jones-Gibb (Barmouth lifeboat) rescued 12 from the barque *Kragero*, of *Kragero* and a substantial salvage claim was submitted on behalf of the lifeboats of Barmouth and Pwllheli:

LOCAL & DISTRICT NEWS. SALVAGE FOR WELSH LIFEBOATS.

In August last a Norwegian barque called the *Krageroe*, with a general cargo, on voyage from Wilmington to Manchester, through some mishap found herself on St Patrick's Causeway in Cardigan Bay at about eight o'clock in the morning with a W.S.W. wind, tending to bear her more and more upon the Causeway.

Her position being reported the Jones Gibb, of Barmouth, and the Margaret Platt of Pwllheli, manned by 15 hands each, set off to her assistance, reaching her about one o'clock, it being close to low water at the time.

It appeared that the master was absent in search of a steamer to render assistance. He returned shortly afterwards, but the steamer he had met with was not able to approach close enough to be of service.

Meantime the lifeboat crews, leaving five men in each of their boats boarded the vessel, whose master practically resigned her into their hands.

By direction of the coxswain of the boats, the stream anchor was run out to prevent the vessel driving further on the Causeway on to large boulders, and a rope was fastened from the starboard bow on to the rope of the stream anchor, which was then let go, and the crews hove taut with the capstan, and set on all the aft canvas.

In consequence of these measures the vessel canted off the Causeway into deep water. By this time it was about 4.30.

She was then navigated to St Tudwalls Roads and brought to an anchor at seven o'clock, when the lifeboats left her in safely and only slightly damaged.

The value of the ship and cargo thus saved was over £4000

<sup>17</sup>Parry, Henry(1969) *Wreck and Rescue on the Coast of Wales - 1: The Lifeboats of Cardigan Bay and Anglesey*

D. Bradford Barton Ltd, Truro.

The Norwegian barque *Kragero* was the next victim of the Causeway, stranded there on August 2nd. Both the Pwllheli and the Barmouth lifeboats arrived on the scene and with their united assistance, the *Kragero* was refloated. Thereafter the Pwllheli lifeboat escorted her to a safe anchorage in St. Tudwal's Roads.

This was the last service of the *Jones-Gibb* for she was replaced in 1905 by a new boat bearing the same name.....



<sup>18</sup>Hughes, H (1977) *Immortal Sails – A Story of a Welsh Port and some of its Ships*  
T. Stephenson & Sons Ltd, Prescot.

The *Rebecca*, too, used to earn additional profit for her shareholders, besides bringing credit to her port of registry, by helping the tugboats in salvage work.

<sup>20</sup>Sheil, Inger. (2011) *Titanic Valour: The Life of Fifth Officer Harold Lowe*  
The History Press

In 1895 the causeway almost claimed the four-masted barge *Andrada* that was beached for several days. In August that year the Barmouth and Pwllheli lifeboats laid out anchors from the stranded barque *Kragero* when she ran aground in rough seas and a southwesterly gale.

The boy Harold Lowe, like other residents of Barmouth, would have been well aware of these dramatic incidents and rescues.

He was learning the perils of seafaring, while also becoming fired and inspired by the actions of ordinary men in lifeboats facing grave personal danger to save the lives of others.