

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



**Similar smack**

*Loss of the Lerry of Aberystwyth*

Report compiled by:

**Graeme Perks**

Report Title:

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

Compiled by:

**Graeme Perks**  
graperks@aol.com  
Sutton Coldfield  
UK

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](mailto:nas@nauticalarchaeologysociety.org)  
Web Site: [www.nauticalarchaeologysociety.org](http://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](mailto:MADUdiving@gmail.com)  
Web Site: [www.madu.org.uk](http://www.madu.org.uk)

Date: **January 2021**

Report Ref: ***Leave blank***

## **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 Lerry was a wooden smack built by John Jones at Ynyslas, Aberdovey in 1871 for Jones & Co of Aberdovey. The Lerry carried various cargo's but mainly coal, slates and salt between Wales, England and Ireland. The pattern of voyages of Lerry stayed similar with the next owner Morris Davies of Aberdovey who became the master. The last listed owner of the Lerry, David Davies of Aberystwyth was also the master and followed similar voyages.

The Lerry foundered on 18<sup>th</sup> December 1893 attempting to enter Aberystwyth harbour. The harbour master signalled them to enter and after crossing the bar the wind dropped and the heavy sea washed the vessel into the trap at the entrance and smashed it against the groynes. The crew were saved but the Lerry was a total wreck and most of the cargo was washed away by the next tide.

## 2.0 Index

<b>2.1 Table of Contents</b>	<b>Page No.</b>
<b>1.0 Abstract</b> -----	3
<b>2.0 Index</b> -----	4
2.1 Table of Contents	4
2.3 List of Pictures	5
2.4 Contributors	5
2.5 Abbreviations	5
<b>3.0 Introduction</b> -----	6
<b>4.0 Background</b> -----	7
<b>5.0 Research Methodology</b> -----	9
<b>6.0 Results</b> -----	11
<b>7.0 Analysis</b> -----	36
<b>8.0 Conclusions &amp; Recommendations</b> -----	39
<b>9.0 References</b> -----	40
 <b>Appendices:</b>	
<b>Appendix A – LR entries for Lerry</b> -----	41
<b>Appendix B – Timeline for Lerry</b> -----	42
<b>Appendix C – Crew List for 1884</b> -----	57
<b>Appendix D – Crew List for 1885</b> -----	59
<b>Appendix E – MNL</b> -----	60
<b>Appendix E – Cargo’s</b> -----	61
<b>Appendix E – Ports of call</b> -----	62

## 2.3 List of Pictures

## Page No.

Front Cover: Similar smack-----	1
Fig. 1 Chart of Aberystwyth harbour entrance -----	19
Fig. 2 Overhead of Aberystwyth harbour entrance -----	20
Fig. 3 Gaff top sail -----	22
Fig. 4 Gaff main sail -----	22
Fig. 5 The trap Aberystwyth harbour entrance -----	23
Fig. 6 Aberystwyth Harbour 1880 -----	24
Fig. 7 Life Saving medal re Lerry -----	25
Fig. 8 Countess of Lisburne -----	63

## 2.4 Contributors

MADU

## 2.5 Abbreviations

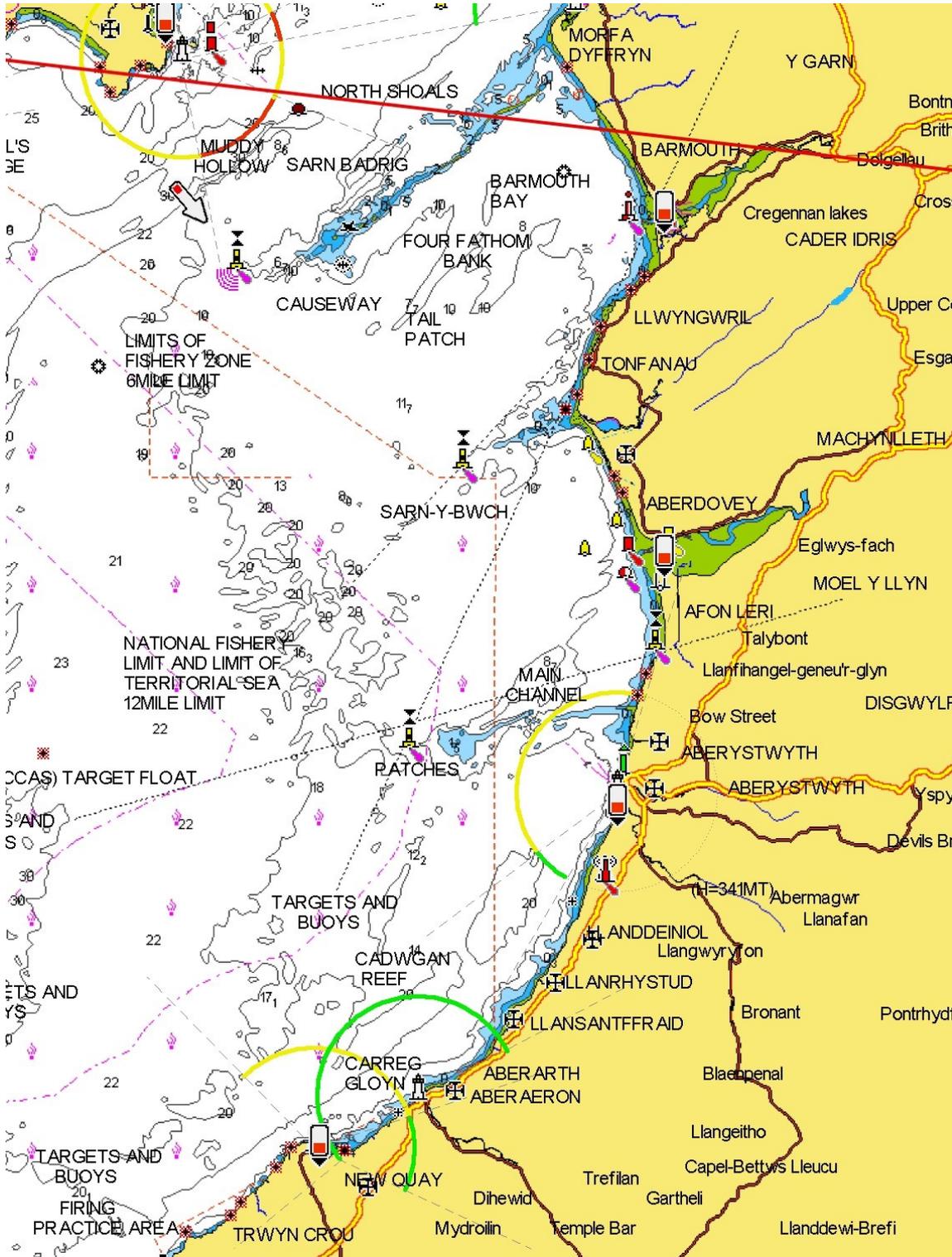
GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
LR	Lloyds register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Maritime Navy List
NLW	The National Library of Wales
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
WNL	Welsh newspapers on line
URL	Uniform Resource Locator

### 3.0 Introduction

1. I chose the Lerry to research after coming across the vessel researching the previous vessel and there seemed little known about her.
2. Lerry was a smack built of wood with iron bolts, 50 feet 2 inches long, 16 feet 6 inches wide and 7 feet 4 inches draught, and 33 tons. A smack has a single mast and a bowsprit and usually has a crew of three. The Lerry had a gaff top sail and gaff mainsail with reefing points.
3. The builder was John Jones of Ynyslas, Aberdovey who completed her in November 1871 for Jones & Co., of Aberdovey and her port of registration was Aberystwyth. In April 1874 the vessel was at anchor at Fishguard in a heavy gale when the crew were rescued by the lifeboat after the vessel was in danger. The Lerry was engaged in voyages between Wales, England and Ireland carrying various cargos but mainly slates and coal from Wales. She returned with salt, flour, beans, slag, maize and alum cake if she could find a cargo.
4. The Lerry was carrying a cargo of coal from Cardiff to Aberystwyth and arrived in a strong on shore wind. She waited offshore for the tide to rise to clear the bar at the entrance to the harbour and when the harbour master signalled she sailed in under a reefed main and gaff topsail.
5. The Lerry cleared the bar but as she entered the entrance the wind dropped and the breakers washed her into the trap and smashed her against the groynes. The crew were saved by life buoys thrown from the shore and they were pulled through the breakers to land.
6. The Lerry was a total loss but when the tide receded some of the cargo was salvaged but the next tide washed the remaining cargo away.
7. The only previous research I can find is an account of the loss of the Lerry by Coflein
8. There is no wreck site for the Lerry it was totally smashed by the action of the sea's.

### 4.0 Background

When I started researching the Lerry I knew she was listed as a sloop and was reported lost in Aberystwyth harbour entrance on 18<sup>th</sup> December 1893



Aberystwyth in Cardigan Bay



Entrance to Aberystwyth Harbour showing right hand turn & where Lerry foundered

## 5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running the 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.

I went to search Lloyds Register of Shipping ( LR ) for "Lerry" looking for details of her dimensions, master, builders and owners from 1871 and found a match. I then searched each year from 1871 until 1894 looking for changes to the record.

I searched the LR for plans or survey's with no match.

I searched the Crewlist Project for "Lerry " looking for her official number and links to Maritime Navy List (MNL), appropriation book, crew lists, owner and master and found a match. I searched MNL for 1872 and found a match. I then searched each year from 1871 until 1894 looking for changes to the record.

I searched The British Newspaper Archives (BNA) in 1871 for "Lerry Davies" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I then searched each year from 1871 until 1894 looking for sailings, arrivals, mishaps and any other information concerning the vessel with matches. The master changed during 1874 so I searched "Lerry Thomas", then changed back in 1875 to "Lerry Davies" . I checked year by year to avoid mistakes in recording the year and to complete it in manageable pieces of work.

I searched Welsh newspapers on line (WNL) for "Lerry Davies" in 1871 looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a match. The master changed during 1874 so I searched "Lerry Thomas". I then searched each year from 1871, then changed back in 1875 to "Lerry Davies" until 1894 looking for sailings, arrivals, mishaps and any other information concerning the vessel with a number of matches.

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

I searched WrecksiteEU for "Lerry" with no match for this vessel.

I searched "smack Lerry of Aberystwith" in goggle and found a number of matches.

I searched "David Davies" in Aberystwyth and found some matches looking for details of his life and business.

I searched "Morris Davies", "John Vaughan Davies" , "Edward Davies" and "John Jones Shipbuilder" with no matches I could identify in BNA, WNL and in google

I searched "Sarah Davies" in LR and MNL and found matches

## 6.0 Results

Vessel	Name/s	Lerry of Aberystwith	
	Type	Smack	
		Cargo	
Built	Date	1871	
	Completed	12th November 1871	
	Builder	Mr John Jones	
		Ynyslas, Aberdovey	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	50 ft	2 ins
	Beam	16 ft	6 ins
	Draught	7 ft	4 ins
Tonnage	Gross		
	Net		
Owner	First	Jones & Co, John Hughes Jones	
		Aberdovey, Merionithshire	
	Last	David Davies	
		12 Vulcan Street, Aberystwyth	
	Others	Morris Davies, Aberdovey	
Registry	Port	Aberystwyth	
	Flag	British	
	Number	56420	
History	Routes	Wales to Ireland and England	
	Cargo	Coal, salt, maize, culm, Alum cake, slates, slabs, flour, lead ore, slag	
Final Voyage	From	Cardiff on 4/12/1893	
	To	Aberystwyth on 18/12/1893	
	Captain	David Davies	
	Crew	3	
	Passengers	None	
	Cargo	Coal	
Wrecking	Date	18/12/1893	
	Location	The Trap, Aberystwyth harbour entrance	
	Cause	Wind dropping when entering in strong onshore wind	
	Loss of life	None	
	Outcome	Vessel total loss, most of cargo washed away	

**The Tenby Observer Weekly List of Visitors and Directory 16th April 1874**

LIFE-BOAT SERVICES AT FISHGUARD.—During a strong gale from the north-east on Monday night the services of the Sir Edward Perrot life-boat of the National Institution, on this station, were called into requisition, on two occasions, there being as many as three vessels in distress in the bay. The boat was promptly manned and launched each time she had to encounter a very heavy sea, but after a gallant struggle she was happily the means of saving the crews, numbering fifteen men, of the following vessels:- the schooner J. T. S., of Barrow, 139 tons, Selby, master, with a crew of five men; the schooner Gem, of Padstow, Guard, master, and crew of four men the smack Lerry, of Aberdovey, Thomas, master, and crew of three men. The life-boat went through the broken water in excellent style; in fact no boat could possibly behave better.

**Belfast Telegraph - Friday 08 May 1874**

ROYAL NATIONAL LIFEBOAT INSTITUTION. Yesterday (Thursday, 7th May) a meeting of this institution was held at its house, John Street, London Thomas Chapman, Esq., F.R.S., V.P., the chair. Richard Lewis, Esq., the secretary, having read the minutes of the previous meeting, rewards to the amount of £224 were granted to the crews of different lifeboats of the institution, for services rendered during the past month. The Fishguard No. 1 lifeboat had brought safely ashore the crews, numbering twelve men, of the schooner J. T. S., of Barrow, and Gem, of Padstow, and the smack Lerry, of Aberdovey, and had also saved the distressed schooner Squirrel, of Aberystwyth and her crew of five men. In addition to the reward of £27 to the Fishguard Lifeboat men, the thanks of the Institution inscribed on vellum were voted to Captain W. Harries, Mr. W. Jenkins, and Mr. J. Q. Annal, and the special thanks to Mr. T. Carter, Mr. C. E. Bowen, and Captain D. George, for their kind and valuable cooperation on the occasion of those services.

**THE LIFE-BOAT August 1 1874**

Voted £27 10s. to pay the expenses of the Fishguard No. 1 Life-boat in putting off and bringing safely ashore the crews, numbering 12 men, of the schooners J, T. S., of Barrow, and Gem, of Padstow, and the smack Lerry, of Aberdovey, and ; saving the distressed schooner Squirrel, of Aberystwith, and her crew of 5 men, on the 14th April

**Lloyd's List - Wednesday 12 April 1876**

ABERDOVEY, 10th April.—A life buoy marked Columbine and several pieces of wreck, were passed off Milford haven, by the Lerry (smack), Davis.

**The Cambrian News and Merionethshire Standard 26th October 1877**

SHIPPING. Week ending October 17, 1877.

ABERDOVEY. Arrived - Resolute, Jones, from Bayonne to Cardiff, turned in here, weather-bound Lerry, Davies, for Liverpool.  
Embargo on sailings by tempestuous weather.

**The Cambrian News and Merionethshire Standard 2nd September 1887**

ABERDOVEY. THE ANNUAL REGATTA.

RACE FOR TWO-OARED IN-RIGGED SHIP'S BOATS –

First prize, £1, 2nd 10s

Lerry - Morris Davies, John Lloyd

Polly Preston - John Williams and H Hughes

Volunteer – David Jones and David Jones

Gauntlet – Wm Jones and Richard Williams

After a well contested race Gauntlet came in first, Polly Preston second and Volunteer third

**Gloucester Journal - Saturday 17 December 1887**

A CUSTOM AMONGST SHIPBROKERS.

James Knight, shipbroker, v. Morris Davies.—Mr. Barber for plaintiff and Mr. Taynton for defendant. Claim £2 17s. 9d. commission in respect of three transactions for the defendant The items of the claims were as follows Reporting schooner "Ann Warren" 2s 6d. ; commission on 180 tons of slate from Aberdovey to Gloucester, freight 5s. per ton, amount freighted £45, 2½ per cent., £1 2s. 6d.

commission, same vessel, for 150 tons of salt from Gloucester to Kilrush 7s. per ton, freight £52 10s., at 2 ½ per cent, £1 6s 3d. ; reporting smack "Lerry" 1s. 6d., commission on 71 tons 16 cwt. slates from Aberdovey to Gloucester at 5s per ton, freight £17 18s. 9d., at 2½ per cent., 8s ; total £3 Os. 9d., received on account 3s. ; balance £2 17s. 9d - The defence was that plaintiff was not employed by the defendant, who is the owner of the "Ann Warren" and captain of the "Lerry." Plaintiff said that in the early part of September he communicated with the defendant, asking him if he would bring 120 tons slates Gloucester at 5s 6d. a ton for Messrs. Price, Walker, and Co. Subsequently he wired defendant "Will accept 160 tons 5s." and defendant replied "Shall accept 160 tons at 5s." also, in pursuance with a letter from defendant saw his brother Mr. John Knight and arranged for defendant bring a cargo by the Lerry for him. It was in respect of these cargoes "fixed" by him that his claim was made, while he also claimed commission on 150 tons outward freight, salt for Kilrush, fixed for the Ann Warren by him. In cross examination Mr. Taynton elicited that it was a custom that a broker who got vessel must charter her with salt. It was usual to mention a vessel to several brokers and the one who secured a cargo for her was the only one who got paid anything. Plaintiff said he was employed by Messrs. Price, Walker, and Co. to get a vessel capable of carrying 120 tons. Davies did not tell him should not allow him charter the vessel under 5s 6d. a ton.-Mr. Alfred Knight son of the plaintiff corroborated his evidence. Mr. John Haviland, shipbroker, said there was a custom in the salt trade that the broker who had a vessel inwards should charter her outwards for salt if she took a cargo of salt; that was an arrangement between the shipbrokers and the merchants, and had been in force about eight years. Defendant said that the vessel was open to three parties to charter, and she was eventually chartered by Mr. Lewis who was paid. A mass of correspondence and telegrams between the parties was put in. His Honour said he supposed this was a specimen of mercantile action, and it had been presented the court in manner which reflected credit on neither side. had no copies of correspondence prepared for him in proper order and there was no evidence of the principal point on which the plaintiff relied. He thought he should direct a new trial of the case. They had spent two hours over the case and neither side had any evidence of the point between them. After some further argument. His Honour, in giving judgment. again said the case was presented in an incomplete form, though through fault of the advocates and he could not give a verdict to his complete satisfaction. As to the commission claimed for chartering the "Ann Warren" for voyage from Gloucester, charged on 180 tons 5s., there was no dispute as to the quantity of the cargo, percentage of commission, or amount of freight. Defendant contended he did not employ plaintiff in the sense plaintiff said, but only employed him as one several parties on the terms that they should run a race and that the one who was first should get the charter party for the vessel. It may have been on those terms there being a suggestion that though a

master or owner of the vessel might place her in the hands of several brokers and each might do a certain amount of work, the commission was only payable to the broker who was fortunate enough to draw up the charter party and get it signed. If that was the custom plaintiff was not entitled to the claim, though it was quite clear that he had fixed the vessel in every other respect. He was satisfied plaintiff was authorised fix the vessel at the amount stated, and, from the correspondence, that defendant accepted; therefore the plaintiff was entitled to the commission on the transaction. With regard to the "Lerry " transaction he did not think that the defendant authorised the plaintiff to conclude any contract 5s. per ton, and he could not see any pretence for plaintiff saying had done the work, while with regard to the 150 tons of salt he did not think that plaintiff was employed by defendant, all that took place being certain negotiations. The moral of the cases was, on the one side that injury might be done to the port, if owners and captains were to bothered when they came here, amongst a class where the popularity of the port was necessary and desirable; while on the other hand captains should employ some respectable broker each port he went to and stick to him, and not dodge about amongst several for the sake of saving sixpence here and there. Judgment was for plaintiff for £1 2s. 6d. no costs being allowed.

### **The Aberystwith Observer 12th October 1889**

COALS. Captain Doughton will commence to discharge the ship Lerry with a cargo of Best Newport House Coal, as advertised last week, to-day (Saturday). Price 21s per ton, cash.

### **The Cambrian News and Merionethshire Standard 30 May 1890**

ABERDOVEY, NORTH WALES, TO SHIPOWNERS, MERCHANTS & OTHERS.

MR. WILLIAM ROWLANDS has been favoured by Capt. David Davies to offer for sale by public auction at the Dovey Hotel at 3 p.m.,

*On Wednesday, June 11th, 1890,*

that well-known and fast sailing Smack

"LEERY,"

burden 65 tons built by the renowned Ship Builder. Mr John Jones, at Ynyslas, November 12th, 1871. Measurement, Length, 50ft main breadth, 16ft., depth, 7ft. Registered tonnage, 33 tons, with complete set of rigging, sails, spars,

cables, anchor, boat, oars, and all other requirements belonging to and for completion of such a craft. All the above are equal to new, in thorough order and trustworthy for sea at the shortest notice. The Smack Lerry now lays in Aberdovey Harbour and can be inspected any time by applying to Capt Morgans, Exanthus House.

N.B.—The Auctioneer wishes to call the attention of Captains, & co. to this rare opportunity of securing a vessel for themselves which can be managed at a very little expense, and has been for many years continually chartered for freights, trading between Liverpool, Ireland, Bristol Channel and Welsh Coast. For further particulars apply to the Auctioneer, Beacon View. Towyn.

### **The Aberystwith Observer 16th March 1893**

COALS - Captain Doughton is now discharging the ship Lerry" with a cargo of the very best NEWPORT RED ASH HOUSE COAL during this week, commencing Wednesday, 15th March Price 20s per ton Also another first-class free burning Coal, price 15s 6d per ton Strictly cash at these low prices. Orders, as usual, 45, North parade, or Rheidol Coal Yard, bottom of High street

### **South Wales Daily News 27th November 1893**

#### ITEMS.

Mr James Regan, who was formerly chief officer of the coastguard at Penarth, has pointed out to us that in the list of veterans published in our issue of Saturday morning we omitted to mention that he has the Crimean medal, with clasps for Inkerman and Sebastopol, the Turkish medal and the Baltic medal. He also has a massive silver medal presented to him by the Board of Trade for saving the crews of the Lerry and the Elizabeth Ann in Fishguard Bay on the 8th November, 1878.

**The Aberystwith Observer 21st December 1893****A VESSEL IN THE HARBOUR TRAP. TOTAL WRECK.**

On Monday, while entering the harbour with the afternoon tide, the smack Lerry, of this port, which was bound from Cardiff to Aberystwyth with a cargo of coal for Capt. Doughton, was driven into the trap at the entrance to the harbour. There was a heavy sea running at the time, consequently the hobble boat could not get alongside to hand them the harbour rope, and the wind having died away, the craft drifted at the mercy of the waves and got into "the trap." The crew were in peril of their lives, and it was with much difficulty that they were hauled through the surf, considerable skill and gallantry being shown by the sailors and others on shore in rescuing them. By Tuesday morning the vessel was dismantled, and was breaking up fast. Some six tons of coal was carted away after the morning tide, but the work had to be abandoned owing to the incoming tide. During the progress of this tide the vessel heeled over with her deck to the sea, and the whole of the cargo was washed out of her, the craft becoming a total wreck. Mr David Davies was the captain and owner of the vessel, the other members of the crew being his son, Mr Edward Davies, and another youth. The vessel was insured with the Cambrian Mutual Marine Insurance Society, and the cargo was also partly insured.

**Cambrian News - Friday 22 December 1893**

SHIP IN THE TRAP. On Monday afternoon, the smack Lerry, of about 60 tons burden and owned by Captain Davies, High-street, when attempting to make the harbour drifted into the Trap between the groynes on the Rofawr and became a total wreck. The crew (Captain Davies, Mr Edward Davies, Captain's son, and John Henry Thomas, of Aberystwyth,) had great difficulty in getting to land. Leery was chartered by Captain Doughton to bring a cargo of coal. Throughout the morning the wind was blowing a fresh gale from the west by south and as the tide served about midday a tremendous sea rose with the flood. At half past two in the morning the Countess of Lisburne had succeeded in getting over the bar. Captain Thomas, the harbour master, spoke to several people of experience, and they agreed with him in thinking the Lerry, being a smart boat and the Captain a smart master, could weather the heavy seas. The Harbour Master, therefore, hoisted the signal a few minutes past one. but as the flag was pointing towards the smack the Master did not see it until it was hauled down and waved to and

fro. Captain Davies then set his gaff topsail over a single reef mainsail and ran the Lerry down for the bar. Hobblers in a boat were waiting her at the entrance to the harbour and there were men on the stone pier as well as on the Rofawr. The smack went on alright over the bar, but just as she got into the breakers which were of immense size, the wind died away, the boat became unmanagable and was driven into the Trap between the groynes on the north side of the entrance to the harbour. There the heavy breakers dashed against her side, rolling her about in a fearful manner, and throwing her against the groynes with such force that it was at once apparent that, with a heavy cargo on board, she must become a total wreck. An exciting scene followed. The Captain and his crew, consisting of a man and a boy, had a narrow escape of downing, or of being crushed by the rolling of the ship. The lad went onto the topmast, and was with difficulty dissuaded from jumping off on to the Rofawr. The sea soon made a breach in the bulwarks and rolled over the deck. Fortunately, there were a couple of life buoys at the harbour, and these were thrown from the land on to the ship. The line was divided, and while one end was held by the men on shore the other was held by those on board. Each member of the crew got inside the lifebuoy end jumped into the surf, when it took all the daring and skill of the men on shore to get the man out of the breakers. Eventually all three were brought safely to land. Captain Doughton the owner of the cargo, wisely kept away from the harbour when the attempt was made to enter, so it should not be said that he unduly interfered with the working of the harbour. When the smack was drifting into the Trap, Captain Thomas, the harbourmaster, directed the hobblers in the boat to heave a line into her, but the sea was so rough that men durst not run the risk of approaching her for the purpose. The Harbour Master is of opinion that a rocket apparatus on the pier by means of which a line can be thrown on board ships similarly situated would result in rescuing ships from the Trap. It is understood that the Lerry is insured in the local shipping insurance society. About six or seven toms were removed from the cargo on Tuesday between the tides, but during the gale which blew in the evening the smack became a total wreck, and all the remainder of the cargo, which was only partially insured, was lost.

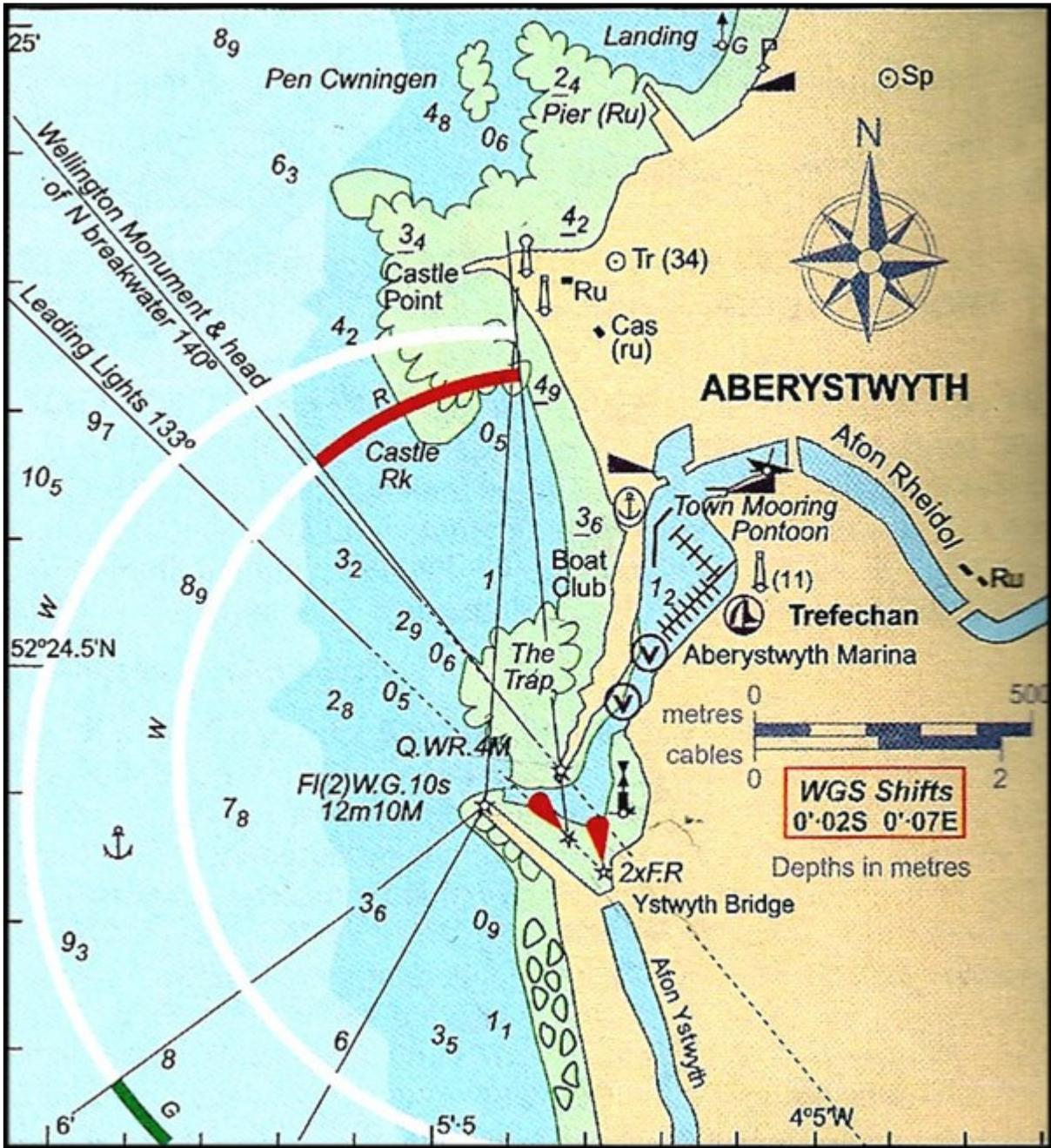


Fig. 1 Chart of Aberystwyth harbour entrance showing the trap



Fig. 2 Overhead photograph of Aberystwyth harbour entrance

### Coflein

The LERRY or LERRY FACH was a 33ton smack built at Ynyslas in 1871. The smack had been owned and operated at Aberdyfi for many years, but at time of loss, the vessel was owned by David Davies, Aberystwyth. On 18 December 1895, it was carrying a cargo of coal for Captain Doughton, a retired sea captain turned Aberystwyth coal merchant. On board were the owner/master, his son

Edward, and crewman John Henry Thomas. Shortly after 1pm, the harbour master raised the flag to show that there was sufficient water over the bar for smack, which had been waiting offshore, to make an attempt on the harbour. A hobble boat was waiting in the entrance to attach the rope to winch the vessel around the 90 degree turn into the harbour proper, but as the LERRY entered the turning zone the wind drop and it was left at the mercy of the breakers rolling in through the harbour mouth. The breakers rolled the vessel about with immense force and pushed it towards the groynes on Rofawr and the trap between them. Two lifebelts were thrown, one with a rope attached, and by which means the crew were able to plunge into the surf and be hauled ashore. By the next day the vessel had been dismantled and was breaking up. A brief respite allowed 6 tons of coal to be unloaded. But the next tide saw the vessel laid over onto its beam ends, exposing the deck to the sea, and the coal was washed out. The LERRY became a total wreck.

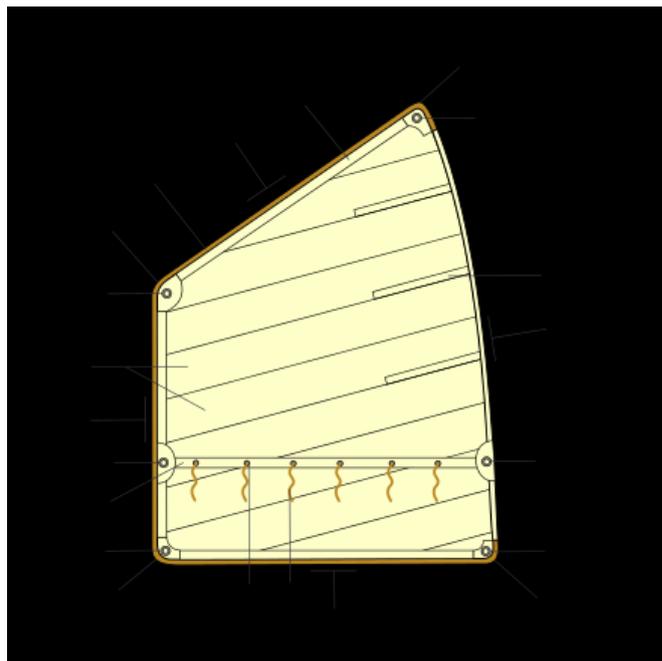
### **Towyn-on-Sea and Merioneth County Times 10th August 1899**

NARROW ESCAPE OF A STEAMER. As the Counter of Lisburne was coming into the harbour on Thursday night week and nearing her moorings a rope was thrown on to the quay, but the hobblers, who were sheltering under the old life-boat house, failed to secure it, with the result that the steamer was turned by the current right across the river into a position of considerable danger, where, if she had grounded, both vessel and cargo must have been lost. Fortunately the steamer was at last safely moored. In order to avoid recurrence the directors of the steamer have decided to appoint five men as hobblers to be under the direct control of the captain, instead of depending on casual beach loafers.

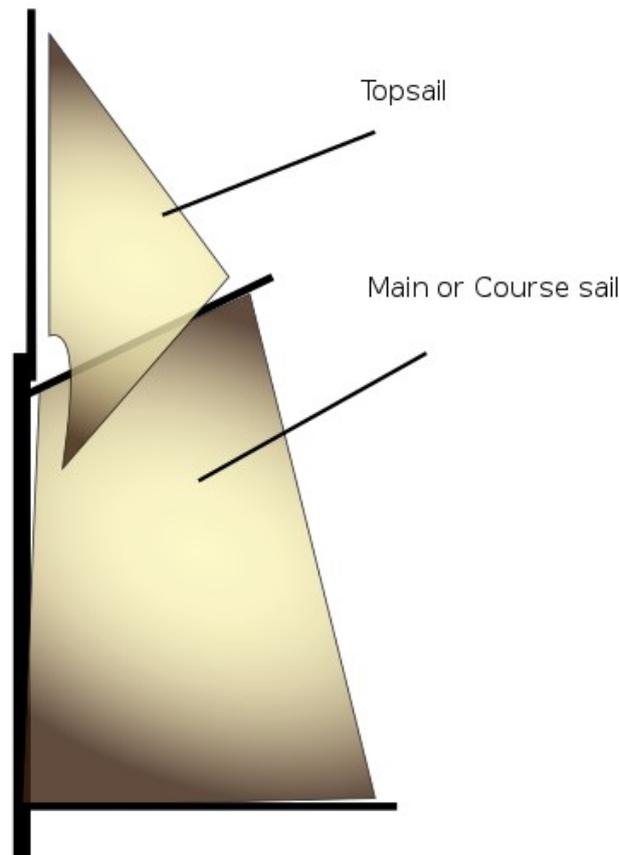


**Fig. 3**

**Aberystwyth Harbour Trap**



**Fig. 4 Main sail with reefing points at bottom**



**Fig. 5 Gaff top sail**

### **Aberystwyth Harbour Trap**

Popular with the university students, this is the area's most popular surf break. A boulder reef creates a left and right hand peak, but watch out for the swell and nearby sewage outlet. Not recommended for beginners.

### **The Montgomery County Times and Shropshire and Mid-Wales Advertiser 23rd December 1893**

#### UNDERWRITERS' LOSSES.

To the Editor of the COUNTY TIMES AND POST.

Sir,

As the smack Lerry bound from Cardiff to Aberystwyth with a cargo of coal made the harbour on Monday about three o'clock, there was a very heavy sea on the

bar and little wind to put way on her, so she was caught in the "trap," and heavy waves breaking over her the crew were obliged to take to the rigging, from which they were rescued by ropes and life-buoys. The cargo of coal belonged to Captain Doughton, might have been saved if he had only told Lloyd's agent in time that it was insured. It was not till one o'clock next afternoon that Captain Doughton informed the agent, who at once set men to save the cargo and landed nine loads before the tide returned and reached the ship, when as a gale of wind was blowing the vessel became a total wreck and the remainder of the cargo lost in the sea. If Lloyds agent at Aberystwyth only knew on Monday afternoon probably the whole cargo would have been saved and suffered no loss as the vessel itself was not insured at Lloyds.

Yours, etc.,

CARDIGAN BAY PILOT.



Fig. 6

Aberystwyth Harbour 1880

### **Life Saving award for Auction July 16, 2020**

Board of Trade Medal for Gallantry in Saving Life at Sea, V.R., large, bronze (Edward Cooper. Abandonment of the "Lerry" and "Elizabeth Ann" on the

8th November - 1878.) edge bruising, very fine £280-£320---Edward Cooper was born in Littleport, Cambridgeshire in February 1850. He joined the Royal Navy as a Stoker 2nd Class in February 1868. Cooper was employed as a Boatman in the Coast Guard from December 1877, and was one of five men of H.M. Coast Guard, Goodwick, Milford Haven, who assisted in rescue of the crews of the smack Lerry, of Aberdovey and the Elizabeth Ann of Cardigan, both of which were in distress near Goodwick, 8 November 1878. The Chief Officer was awarded a silver Board of Trade Medal, whilst the remainder were awarded bronze medals. Cooper was Shore Pensioned in July 1884



**Fig. 7 Lifesaving medal for rescuing crew of the Lerry**

### **Jones & Co**

The Jones & Co in reference to Lerry is likely to be a collection of persons holding shares in the vessel with John Hughes Jones being the majority shareholder or managing agent. The shareholding is not available on line.

Mr. John Hughes Jones, timber merchant, 4, Bodfor-terrace, Aberdovey. A Liberal politician, Parish, Town and County Councillor, later an Alderman and Justice of the Peace. He was also a member of many local government boards including the Board of Guardians and various sub committees. He was in partnership with Griffith William Griffiths as a timber merchant.

**The Aberystwith Observer 23rd May 1874**

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Blaen Caelan Company, Limited. NOTICE IS HEREBY GIVEN, that a PETITION for the WINDING-UP of the above-named Company by the Court of Chancery, was, on the 16th day of May, 1874, presented to the Master of the Rolls by JOHN HUGHES JONES, of Aberdovey, in the county of Merioneth, Timber Merchant, and GRIFFITH WILLIAM GRIFFITHS, of Machynlleth, in the county of Montgomery, Timber Merchant, co-partners, creditors of the said company, and that the said Petition is directed to be heard before the Master of the Rolls, on the 6th day of June, 1874 and any Creditor or Contributory of the said Company desirous to oppose the making of an Order for the Winding-up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose, and a copy of the Petition will be furnished to any Creditor or Contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same. EDWARD BALDEN, 11, Southampton Buildings, Chancery Lane, London, Agent for GRIFFITH JONES, Aberystwyth, Cardiganshire, Solicitor for the Petitioners.

**The Cambrian News and Merionethshire Standard 28th September 1877**

The "Champion" in Court. This was an action brought by Messrs. Jones and Griffiths, timber merchants, against John Griffiths, of Aberdovey, mariner, to recover £ 11 8s., damages sustained by them by reason of the defendant's cutting the ropes which fastened their boat called "Champion" to the landing stage at Aberdovey, and removing same and grounding it on the beach, whereby they were unable to ballast their brig Martha," and she was delayed for three days and also for detention. Mr. G. Jones, Aberystwyth, appeared for plaintiffs, and Mr. W. R. Davies for defendant. Mr. Jones, in opening the case, said that from a notice served upon the plaintiffs by the defendant, he gathered that his defence would be that he was the owner of the boat, and that the question to be decided by his Honour would be whether plaintiffs had lent money to the defendant to buy the boat for himself, or had given him money to buy it for them. Mr. Jones then called Mr. John Hughes Jones, who said that on June 20, 1876, he asked defendant if he could buy the boat for them. He said he could do so and witness gave him £16 for that purpose. Defendant was then in the service of Mr. C. Roberts, the owner of the boat. Defendant came back in the evening and said he had bought it for £18; he had paid £9 to Mr. William Davies, one owner, and £7 to Mr. Roberts, the other owner. Witness asked for the receipt; he said W. Davies had not given one, and handed Mr. Roberts's receipt to witness. Witness subsequently gave defendant £2, and defendant gave him a receipt. He

paid the defendant £1 for bringing the boat to Aberdovey. Witness employed men to repair the boat, and paid the cost of repairs, which were considerable. The boat was used to ballast plaintiffs' own vessels, and when not so engaged it was used for other work-to ballast other vessels. Then they allowed 2s. 3d. of freight to the men for their work. Witness and defendant settled an account in February last of freights earned by the boat. The total amount was £7 16s. From that £2 10s. was deducted as due to plaintiffs as owners of the boat "Champion". Defendant signed that account, and paid the £3 12s. In August the boat was employed to ballast the brig "Martha." It required several days. On the 31st August defendant removed the boat to the shore to prevent plaintiffs using it. He claimed it, and had kept it ever since. This caused a delay of three days to that vessel. Witness was cross-examined at some length by Mr. Davies, but he adhered to his original statement. Mr. Jones then called Mr. John Jones, relieving officer, who was present, when plaintiff and defendant settled the account in February, and witnessed defendant's mark thereto. Mr. Jones said the account had been read over and explained to him previous to his signing it, and he appeared perfectly to understand it.—Mr. Davies then said that he would not proceed further with the case as Mr. Jones was a person of undoubted respectability, and his statement was conclusive. His instructions were that the defendant had been lent money to buy the boat and that he had never signed any document acknowledging plaintiffs to be owners, and he was taken quite by surprise by the account produced. Mr. Jones, for the plaintiff, said their object was not so much to recover damages as to get back the boat, and if defendant consented to give it up and to pay costs, he was willing that the case should held over till next Court without having any order made. Mr. Davies assenting to this his Honour said that plaintiffs had acted very liberally, and he advised defendant to meet this offer. If the case was brought before him at next Court he would certainly grant substantial damages.

### **Towyn-on-Sea and Merioneth County Times 10th August 1899**

A NORTH WALES COPPER MINE VENTURE. ACTION BY AN ABERDOVEY DEALER. In the Queen's Bench Division of the High of Justice, on Monday and Tuesday, the case of Jones v Stock was heard. It was an action brought by Mr John Hughes Jones, a timber merchant of Aberdovey, to recover from Mr F Stock, of London and Mr A Frier Bargate, of Stable Hill, who, he alleged, were connected with the promotion of the Pontardol Copper Mine, for £ 234 8s for timber supplied. Mr H E Duke, Q.C., and Mr Ellis Griffith, M.P., were for the plaintiff, and Mr Shearman and Mr Jones Griffiths for the defendants. The plaintiff, in the course of his evidence said he in the course of business, met a Mr Bower, who was manager of the Pontardol Copper Mine, and that gentleman gave him an

order for timber, which supplied in January, February, and April of 1898. Letters from Bargate to Bower were produced, the price charged for the timber was a reasonable price. After he had supplied the timber he came to London and saw Mr Bargate. He was introduced to Mr Stock as one greatly interested in the mine. He afterwards got an acceptance from Bargate, but was never paid. In cross-examination he said Bargate never told him that Mr Stock was going to go down to the mine, and was going to invest a lot of money in it. Bargate never told him that he was going to have nothing more to do with the mine. Mr Bargate denied that the orders for the timber were given by his authority. Mr Duke, in cross-examination of Mr Bargate, elicited the statement that most of the signatories were clerks in the defendant's office. Mr Stock, called, said he was a mining engineer, and had put £500 or £600 into the unfortunate mine, and had received debenture for £ 500. The company was formed by Mr Bargate, and was in his office still. Mr Shearman admitted Mr Bargate's authority as to some of the orders, but denied it as to others. On behalf of Mr Stock, his liability was denied, and in the end his Lordship gave judgment against the defendant Bargate for the amount claimed in the writ, and also against Mr Stock jointly with Bargate for remainder. The joint judgment was for £ 175 2s 10d., and that against Bargate for £59 6s. 1d., with costs.

### **The Cambrian News and Merionethshire Standard 15th February 1907**

Re JOHN HUGHES JONES, ABERDOVEY, DECEASED.

ALL PERSONS having any claims against the Estate of the above are requested to send particulars of the same to me forthwith. MRS C. HUGHES JONES, 7, Bodfor-terrace, Aberdovey, 4tb, February, 1907

### **Captain David Davies**

### **The Cambrian News and Merionethshire Standard 18th February 1881**

A Ship Case—The Aberystwyth Marine Assurance Association (limited,) J. Fr. Evans. Secretary v David Davies, schooner" Sarah Davies," Vulcan- place, master Mariner. Claim £I4 3s. 6d. for calls made upon the defendant as a member of the

Association in respect to his ship in the month of May 1880. Mr. Evan Evans (Roberts and Evans) appeared for plaintiffs, and Mr. Hugh Hughes, junior, for defendant. Mr. Evan Evans asked for an adjournment to the next Court on the ground that Elizabeth Davies was a partner in the ship. The Judge ordered that Elizabeth Davies be added to the summons as defendant and served in the usual way

### **The Cambrian News and Merionethshire Standard 28th October 1881**

ABERYSTWYTH. COUNTY COURT, THURSDAY, OCTOBER 20TH. J Before Homersham H. Cox, Esq., judge. The Aberystwyth Shipping Insurance Case-- After hearing the judgment summonses, his Honour gave judgment in the case, the Aberystwyth Ship Insurance Society v. David Davies, and Elizabeth Davies, Vulcan place, Aberystwyth. It was an action brought to recover £ 13 calls made by the plaintiff society upon defendants who had insured the Sarah Davies with the plaintiff society as ship's husband. The insurance was effected on the 1st January 1879, and the calls were made in December 1879. The case was argued in August before the judge Mr Cox. Mr Evan Evans (Messrs. F. Roberts and Evans), appeared for plaintiffs Mr Hugh Hughes for David Davies. and Mr J. T. Jenkins (Messrs. (Griffith Jones aud Co.) for Elizabeth Davies. The judgment was as follows: The plaintiffs in this case are a registered joint stock company established in 1852 for the mutual insurance by the members of the society, of ships belonging to the port of Aberystwyth. The business was carried on under the rules contained in a deed of settlement dated December 30th, 1853. One of those rules, rule 53 - authorised the directors from time to time, to make calls on demand of money upon the members in proportion to the amount of the respective sums, for the time being insured. Another rule - rule 45, provided that no person should become a member until he executed the deed of settlement, or some deed of accession thereto. On January 1st, 1879 the defendant Eliza Davies, being the ship's husband of the ship "Sarah Davies," paid to the society a deposit of £12 12s for the purpose of insuring the sum of £840 in respect of the ship, and took a receipt from the Society for the deposit. But Eliza Davies never executed the deed of settlement, or any deed in accession thereto. In December, 18/19 the directors made a call of £1 2s. 6d. in the pound deposit, and they now sue the defendant Eliza Davies, on that call. On her behalf it is contended (among other things) that she is not liable, as she is not a member of the Society, because the rule 45 has not been complied with. In several material respects, the facts of the present case are similar to those of the case of Edwards v Aberayron Mutual Ship Insurance Society (the Queen's Bench Division. 563). That case was heard in the Queen's Bench Division, and subsequently by way of appeal in the Exchequer Chamber. The plaintiff sought to recover a sum of money in respect of the total loss of a vessel. In the present purpose it is

sufficient to quote the following passages from the judgment of Mr Justice Blackburn, promising that the plaintiff was the equitable owner, and one Davies the registered owner of the vessel, Davies acting as ship's husband first insured the "Hermione for £1,000. The defendants accepted the Insurance and received the premium. One or two years went by, during which the defendants made calls upon the plaintiff as owner of the "Hermione," and a member of the Society. But when the ship is lost, the defendant's refuse to pay the insurance, and it is contended that the plaintiff who caused his interest in the ship to be insured, cannot recover for the loss as a member of the defendant Society, on the ground that he never in fact signed a copy of the articles. The answer is obvious that as the directors chose to accept an insurance on the "Hermione" and thereby made the owner a member of the Society and treated him as such, and made calls upon him as such, they are precluded from saying that he is not a member of the Society. The decision of the Queen's Bench was to this effect, and was upheld on this point in the Court of Appeal, though the decision of the Queen's Bench on a different point was reversed. It appears to me that the present case is analagous. It is true that the position of the parties is reversed: that the Insurance Society are the plaintiffs, and the owner is the defendant. But the principle involved is the same as in the case cited. The defendant having paid premium on a policy, cannot be heard to say that she is not a member of the Society. If the vessel had been lost during the period covered by the policy, she could be sued successfully for the sum for which she was insured. There would be a want or mutuality, if the one party to the contract were liable to fulfil it, and not the other. I am clearly of opinion that though the defendant did not sign the document mentioned in the Society's rules, she is liable on the contract. Then it was urged that as the vessel was not classed, she was not a proper subject for insurance. But the defendant cannot take advantage of her own wrong; having chosen to insure the vessel, she cannot turn round and say she was not fit to be insured. I am of opinion that the policy, notwithstanding the technical informalities, was valid and therefore the judgment will be for plaintiffs with costs."—Mr J. T. Jenkins asked for facilities for an appeal, which his Honour granted.

### **The Aberystwith Observer 16th June 1888**

GAZETTE NEWS.

RECEIVING ORDER.

David Davies, Vulcan-street, Aberystwyth, mariner.

**The Aberystwith Observer 23rd June 1888**

GAZETTE NEWS.

BANKRUPTCY ACT 1883,

FIRST MEETING AND DATE OF PUBLIC EXAMINATION.

David Davies, Vulcan-place, Aberystwyth, mariner first-meeting June 22nd, at 12.30 p.m., at the Town-hall, Aberystwyth public examination June 22nd, at 12.35 p.m., at the Town Hall, Aberystwyth.

ADJUDICATION.

David Davies, of Vulcan-street, Aberystwyth, mariner.

**The Cambrian News and Merionethshire Standard 19th December 1890**

Edwards v Davies - William Edwards, Cambrian Place, sued Isaac Davies and Elizabeth Davies, Vulcan street, for work done. The amount of the debt was £2 5s. Mr W. P. Owen appeared for the, plaintiff, and Mr A. J. Hughes for the defendant. It was a question of liability and the case had been adjourned from the last Court for Justice to show that the defendants were not responsible, they being away, from Aberystwyth at the time when it was said the orders were given to do the work. His Honour thought plaintiff's evidence the more reliable and gave judgment against Isaac Davies for the amount claimed.

**The Cambrian News and Merionethshire Standard 10th January 1896**

Charge against Shipmasters - Isaac Davies and David Davies, Vulcan Street, were charged by Capt. John Thomas, Portland street, harbour master, with having refused to remove or shift a vessel called the "Sarah Davies" at the Aberystwyth harbour, when requested to do so by the complainant on December 18th of last year. Mr John Evans, solicitor, appeared on behalf of the prosecution, and stated that the summons had been taken out under the Old Aberystwyth Harbour Act, 1880. The two defendants seemed to be in command of the "Sarah Davies" and she often came to the harbour and stayed there for about, four or five months at a time. She came at the present time on the 23th November- On December 18th the Harbour Master, knowing that several vessels were coming in asked them to remove the " Sarah Davies" higher up, but they did

not do so. Capt. Thomas afterwards took some men down with him to remove the vessel but the tide would not admit of their doing so. On the 28th December asked them to remove the vessel, and also on the 2nd or 3rd January, he was not sure which date-when he informed them that the tide admitted of the vessel being removed, but the vessel was not shifted and had remained in the same position since December 18th. According to the Act under which the summons had been drawn out the harbour master had ample power to order the removal of the vessel, and in this instance the place to which he had been ordered to be removed was quite as safe as the occupied by the vessel then. Capt. Thomas said the two captains, Isaac and David Davies, had control of the "Sarah Davies." On the 18th Dec. she was lying in the place she now occupied. On that date he asked the two brothers to kindly remove the vessel higher up. He gave that order by the defendants own door. Capt. Richard Watkins was with him. They said they would not remove the vessel. He had given them orders to remove her on three different occasions since. On the 28th and 31st December, he asked them to remove higher up, and when he asked them on the 2nd or 3rd January - he was not sure which day he met them by the door of their house in Vulcan-street; they abused him, called him names and made use of bad language. When he gave the order on December 18th, the vessel was afloat. Since he had spoken to them there had been five tides, but they had not removed the vessel. When asked to cross-examine the complainant, Isaac Davies said everything that Captain Thomas had said was untrue. (To Capt. Thomas) There was no water that night to float her? Capt. Thomas Yes, there was - Defendant: No, there was not. David Davies. the other defendant, said he could object to the summons, as he was not (as stated in the summons), in command of the vessel. In reply to Mr John Evans, Capt. Thomas said he had seen no persons in charge of the Sarah Davies besides the two defendants. The Clerk to the two defendants, who had spoken mostly in Welsh You understand what he (Captain Thomas) says. There was plenty of water to remove her. David Davies No, there was not enough water. Mr John Evans to Capt. Thomas was there a tide that night which would admit of her going out. The Harbour Master Yes. Capt. Richard Watkins said he was present when the conversation took place between Capt. Thomas (harbour master) and the two defendants. He told them to remove the "Sarah Davies" higher up as he wanted room for three vessels that were coming in with the next tide. They said they would not shift that tide as they wanted to see the new berth, but they would see on the morrow. When asked to cross-examine Capt. Watkins, Isaac Davies said Capt. Watkins has told untruths in the same way. In reply to Mr Evans, Capt. Watkins said the conversation took place about seven o'clock. There would be full tide on that night at about ten o'clock. Replying to David Davies, Capt. Watkins said that Capt. Thomas had said I if they could not remove the vessel that night to do so in the morning. Capt. Thomas: I went to the Castle and watched, but I saw nothing done the following morning. Isaac Davies We were

unloading that morning. In reply to Mr Evans, Capt. Thomas said there was enough water to shift the vessel on the morning he told them. Isaac Davies, for the defence, said he hardly ever spoke to Capt. Thomas. He had never made use of abusive language. David Davies said the Harbour Master did not come to see whether there was enough water or to show them where to remove the vessel. The vessel had been removed two years ago and she was almost broken to pieces. He had asked for the Act relating to the control of the harbour then, but had never received it. Isaac Davies said the Harbour Master told him that Captain Doughton would not leave him alone. He thought it rather hard that he should be ruled by this man. The Bench decided to consider their decision after the other cases had been heard. When all the cases were over the Court was cleared, and when the public were readmitted, the Chairman said the decision would be given that day week. Isaac Davies asked if they could not have an Act of Parliament dealing with these matters, and David Davies said that Captain Thomas of the "Morning Star" was present. He had visited the place, and he did not think it a fit place to remove the vessel to. The Bench declined to hear any evidence after the case was closed.

### **The Aberystwith Observer 31st August 1899**

AN INTERPLEADER ACTION. This was an action in which Isaac David Davies, Vulcan street, was claimant, T. J. Samuel, solicitor, execution creditor, and Isaac Davies, David Davies and Eliza Davies, Vulcan street, defendants. Mr W. P. Owen appeared for the execution creditor, the claimant conducting his own case. Execution had been issued, and the furniture at 12, Vulcan street, where the parties resided together, levied upon to satisfy a judgment of £11 odd entered against the defendants in August of last year. The Claimant, who is a son of one of the defendants, claimed the furniture which had been signed over to him in lieu of payments made on behalf of the defendants. His Honour gave judgment in favour of the execution creditor with costs against the claimant

### **Welsh Gazette and West Wales Advertiser 25th September 1902**

THE "SARAH DAVIES." A summons, returnable for Saturday last at the Police Station, had been issued against Messrs Isaac Davies- and David Davies, Vulcan-street, shipowners, who were charged with neglecting to remove the schooner "Sarah Davies" from the Aberystwyth Harbour to the Upper Bridles. Mr Henry Humphreys, harbour master, was the prosecutor. The case was, however, withdrawn, it being stated that the vessel had been removed.

### **The Cambrian News and Merionethshire Standard 19th June 1903**

Betson v. Davies.- Betson & Co, Eden Quay, Dublin, sued Isaac Davies and David Davies, Vulcan-street, Aberystwyth, for £ 7 11s in repayment made by them in respect of the "Sarah Davies" when on a visit to Dublin with a cargo of coal from Swansea. When on the voyage, the "Sarah Davies" met with a mishap and had to jettison part of the cargo. A part of the claim (£1 1s) was made in respect of getting an average bond for the remainder of the coal. The remainder of the claim was in respect of harbour dues, payments in cash, pilot dues, etc. Mr S. Griffith Jones (instructed by Messrs Smith and Davies) appeared for plaintiffs. - Captain Davies, for the defence, said plaintiffs promised to send the balance of the freight and promised to keep the claim back from the freight. - Mr A. Magnus, representing the brokers, said they were not responsible for the freight. Defendants delivered the coal into the carts, but did not know to whom the carts belonged. The Judge said defendants must not go round the world like that. - Captain Davies said he went to Dublin on orders. - Mr Jones said it took six months to get to Dublin and, perhaps, the consignment got lost on the way. (Laughter.) The Judge: They were said they were like the ancient mariner. (laughter.)-,The Judge said the defendants must pay at ten shillings a month with costs. -Defendants had filed a counter claim for £8 10s, but the Judge said he would not deal with that.

### **The Cambrian News and Merionethshire Standard 18th May 1906**

#### **ABERYSTWYTH TOWN COUNCIL.**

BOAT INSPECTION. The Town Clerk he had received the report of Mr Hugh Jones on his survey of boats for which applications for licenses were made. It was usual to refer the reports to a committee with authority to deal with the licenses. Mr Hopkins—Have you letters complaining about the survey ? The Town Clerk he had received a letter from Mr David Davies, Vulcan-street, who stated that he was not satisfied with the survey of the sailing boat "Charlotte" and he had four carpenters to say that the Inspector was wrong. Mr Samuel did not think the Council should listen to every complaint. Mr Hopkins - Will you listen to me? Mr Gibson suggested that the matter should be referred to the. General Purposes Committee. Mr F. Morgan—In all but name. Mr W Thomas did not think the matter should be opened when it had been considered in committee. Mr. Hopkins objected to the matter being referred to the committee. He was afraid there was

a spite against the Davies's to make them cut up the boat to pieces. He had been looking over the boat independent of anybody and could say that the report of the Boat Surveyor was not right. The Town Clerk read the Surveyor's report which complained of the deadwood and added that the deck wanted overhauling. Mr Hopkins, As to what he says about deadwood, it is as hard as steel. It is in spite against the Davies's to cut up their boat to pieces. The Mayor—Spite with whom? Mr Hopkins—with somebody. The Mayor—With the Council? Mr Hopkins—I do not say the Council. I want the Council to listen to me I have been to the boat with proper instruments to see the deadwood and it is as hard as steel. I defy the Surveyor. I do not know whether he is the proper man to get to survey the boats here and it is not right to get a man who trades with the boatmen down to survey. We stopped the man with the carriages and we ought to stop this.. Here is a new boat. coming into the harbour. He is friendly with some boatmen and tries to destroy other boatmen. It is not right. I want to be just and honest to all boatmen. I do not think he has been right in the matter of the "Charlotte" I can say what he cannot say. I can show him my indentures which I served in one branch for five years which he cannot, nor his uncle, nor his master. Mr Barclay Jenkins said if what Mr Hopkins said was true, it ought to be considered in committee. Mr Williams—A very grave statement. The Mayor— Mr Hopkins may be right or wrong. It is a direct accusation. The matter was referred to a committee of the whole council, but it was agreed to give Captain Davies an opportunity of explaining to the Council. What Mr Davies disputed with the Surveyor was in regard to the deadwood which he contended was hard and satisfactory.

**NLW MS 12700C. Miscellaneous correspondence; notes on Aberdovey,**

Holograph notes compiled by Richard R[ice] Lewis of Aberdovey, containing reminiscences relating to shipbuilding activity at Ynys Las, co. Cardigan, including the building of the brigantine Hand Maid, the schooner Cambrian, and the smack Lerry, all for local owners, the employment of carpenters, etc., from Aberdovey and Borth in the shipyard.

A smack is a traditional fishing and commercial boat, still sailed and raced today. The sails in Britain were white cotton which were proofed after a few years giving them the red ochre colour. They were common but declining up to the first world war when some were converted to Q ships to attack U boats . Captain Thomas Crisp VC, DSC, RNR (28 April 1876 – 15 August 1917) was a posthumous recipient of the Victoria Cross. Crisp, in civilian life a commercial fisherman

operating from Lowestoft in Suffolk, earned his award after being killed during the defence of his vessel, the armed naval smack *Nelson*, in the North Sea against an attack from a German submarine in 1917.

HM Armed Smack *Inverlyon*, commanded by Ernest Jehan, sank the German Uboat *UB-4* earlier in the war, the only example of a wooden sailing vessel sinking a modern steel submarine

## 7.0 Analysis

The first owner Jones & Co was also the first owner of Viscata the last vessel I researched and I was able to identify him from this vessel. He and his associates owned a number of vessels and from the court case in 1877 he owned a vessel to load ballast in them. He was a "Liberal" politician involved in local and county politics as well as a timber merchant with holdings of land.

The case at Gloucester County Court involving the Lerry shed light on the commercial practises of the time and charges for freight. Morris Davis the owner of the "Lerry" and the "Ann Warren" was offering three ship brokers the chance to find him a cargo to carry and only paid the commission to the one signing the charter papers. Knight ship brokers felt aggrieved by this and sued him. He had to pay the commission on part of the load twice because the paperwork showed him authorising Knight's to find the cargo.

Edward Jones mate of the "Lerry" in 1889 the crew list shows his previous ship as the "Sarah Davies" owned by the same family, the Davies.

The vessel the harbour master quoted as entering the harbour before Lerry, the Countess of Lisburne is a steamer. So it has no problems of requiring wind and to be hauled alongside to safely enter the harbour, although it would have used a line from the quay to turn the bow, as a spring to make the left hand turn. The modern advice to pleasure craft, the main users of the harbour, is not to attempt entry in strong onshore winds. The RNLi are still sometimes engaged in rescuing vessels from the trap. The Countess of Lisburne was close to foundering in 1899 when the casual labour used as hobblers to take lines from vessels entering the harbour were sheltering from the weather and failed to secure her lines. The company owning her then decided to employ 5 men themselves to take her ropes when entering the harbour to prevent a reoccurrence.

The reef in the mainsail on a gaff rigged vessel is achieved by tying a slab of sail to the boom by lowering the sail and securing the luff to the cringle on the mast.

David Davis his brother, Issac Davis and Eliza Davies of 12 Vulcan Street, Aberystwyth seemed to be always in trouble, often in falling to pay debts. David Davis was made bankrupt and another occasion it may be his son who took the family to court to secure the furniture in 12 Vulcan Street after it was given to him in lieu of repayment of debts he paid on their behalf. Eliza Davies is the owner listed for "Sarah Davies" in the MNL which David and Issac acted at different times as master. That continued until at least 1912. The auction in June

1890 to sell the Lerry was apparently unsuccessful since David Davis was still the owner when she was lost in 1893

Captain Doughton who chartered the Lerry to deliver the cargo of coal was a coal merchant and also a local politician who often caused controversy.

The newspapers available on line of were patchy with some years having a large numbers of voyages and others very few. The BNA had records of voyages every year but the WNL had a number with no records. All the information for the Davis's in Wales and the information for Jones & Co came from the WNL.

The online research has reached an end but the information in the National library of Wales may give information concerning Lerry's builder and the crew lists. Also the crew lists held by Gwynedd Archives Service.

## 8.0 Conclusions & Recommendations

I have spent about 40 hours on his project with about 95% of that time spent on line.

The Lerry seems to be the only vessel of that name at this period which makes a change. The Newspapers still succeeded in producing words similar to Lerry to produce possible matches from ferry and derry. The only conflicts in evidence were in the several court cases reported which the Judges involved seemed to sort out correctly.

The use of a pay to view site may have been able to identify the various masters from all the remaining Davies's and the builder from all the Jones's but I am not sure with the details available.

The project has answered most of my questions except for any details about the builder and any background concerning the first four masters or the crew.

The story of the Lerry is not much different from other smacks of this time except the owners seemed to be arguing in court more often over debts. I am surprised that David Davies failed to take the harbour master to court after he signalled it was safe to enter and then the Lerry foundered and the crew were lucky to survive. The hobblers failed to pass lines to the Lerry because of the breakers which did not change when the wind dropped and were needed to safely enter the harbour. The hobblers were casual labour which the owners of the Countess of Lisburne did not hold in high regard when their vessel came close to being lost because of their lack of attention.

## 9.0 References

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

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

<https://coflein.gov.uk/>

<https://www.crewlist.org.uk/>

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

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

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

[www.ports.org.uk](http://www.ports.org.uk)

<http://themarinegroup.co.uk/>

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

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

## Appendices:

### Appendix A – Table of Lloyd’s Registers entries for the *Lerry*

4	Leonide	Bk W Gowan	696	142'5 30'7 20'0	U.Stts.	1863	Turnbull & S.S.	Glasgow Cly.71-5yrs	Cly.W.Inds. Cont.Cly.70-	7	A 1	8,71
5	Leonie	Bg N.Jackson	267	104'6 26'1 15'7	Sndrl'd Drp.67Srprs69	1865	Jackson & Co.	Sunderland H.T.69	Sld.Meditrn. A.&C.P.	9	A 1	3,72
6	—	Sr Lemestre	79	69'1 19'5 10'6	Dnkirk Derycke	1839	Daney & fils	Bordeaux H.T.Bdx.71	Bdx. S.S.Bdx.66-3yrs	—	A 1	10,71
7	Leonora	Sr Edmondsn	259	123'0 26'3 12'9	Sndrl'd Pckrsyll	1871	T.Seed & Co.	Fleetwood	Sld. A.&C.P.	11	A 1	8,71
8	—	Bn Jones	196	104'0 24'1 12'9	P.E.Isl nKl&ptnB.69	1866	Jones & Co.	Liverpool	Liv.Meditr. A.&C.P.	4		4,69
9	Lephenstrath	S Brown R. Weir	623	154'9 29'8 19'3	Dmbtn Srprs71	1860	J.Kerr & Co.	Greenock	Cly.W.Inds. Cont.Cly.70-	10	A 1	A 1 3,71 8,72
230	Lerry	Sk T.Davies	33	50'2 16'6 7'4	Abdvy Jones	1871	Jones & Co.	Aberdovy	Abs.Coaster A.&C.P.	9	A 1	11,71
		Sr JTHeddles	39995	71'6 18'1 8'7	N.Scot nd.TSds&Srprs72	1852	J.Martin S.S.Cly.	Glasgow 71-4yrs	Cly.Coaster S.S.Cly.71-3yrs	—	A 1	3,72
2	Letitia	Sw M'Callum	261	100'0 26'0 16'0	Sndrl'd ptnKlsn&Srprs69	1861	M'Callum & J.W.Swankie	London	Brs.S. Amer. Glr. Cont.69-	8	A 1	A 1 14,69 4,73
3	—	Sr Morgans	61	15'3 8'8	Abryn len.59nKlsn&ptnd	1849	Morgans	Aberystwh	Band.Coaster A.&C.P.	11	A 1	3,73
4	—	Sr J.Pearce	115	81'0 20'2 11'2	Sndrl'd Drp.69	1861	Alexander	S'thmpton	Yar.Coaster	9		11,69
5	Leucadia	S Mearns	896	194'2 33'8 20'4	Aberdn Hood	1870	A.Nicol	Aberdeen 1BlkHd	AbnN.Zelnd Lon. Austral. A.&C.P.	—	A 1	A 1 12,72
6	Levant	Bg J.Hunter	226	96'2 21'5 14'5	Dundee nKlsn62Srprs62&68Drp72	1853	Stainthorp	Whitby	Wh. Baltic Hpl.	8	A 1	A 1 3,72 5,73
7	—	Bk L Jones	328	122'7 25'0 16'1	Bristol	1866	Jones & Co.	Aberystwh	Cly. Grenada	11	A 1	A 1

The Lerry, official number 56420, a smack of 33 tons, built using iron bolts at Aberdovey, by Jones and completed in November 1871, 50.2 feet long, 16.6 feet wide and draught 7.4 feet, master T Davies, owned by Jones and Company, registered in Aberdovey as an Aberystwith coaster, certified A1 for 9 years, chain and anchors tested on approved machine.

No change in 1873

In 1874 register is amended to show M Davis as the new owner.

1875 no change

1876 register is amended to show M Davies as the master, part time in Aberystwith and a new survey in April 1877 certified A1 for 9 years.

1877 no change

1878 no change

1879 Not classified ( may be failing to pay fees)

1880 classification marked as expired

1881 Not classified

1882 no entry- no further entries

## **Appendix B – The Timeline for the *Lerry***

### **1871**

December 8 1871 Portinllan arrived Lerry, Davies from Aberdovey

December 8 1871 Portinllan sailed Lerry, Davies for Belfast

w/e December 20 1871 Aberdovey arrived Lerry, Davies from Dundalk

### **1872**

w/e January 17 1872 Aberdovey sailed Lerry, Davies for Dungarvan

January 25 1872 Waterford passage sailed Lerry, Davies for Dungarvan

w/e March 6 1872 Aberdovey sailed Lerry, Davies for Gloucester

March 14 1872 Gloucester arrived Lerry, Davies from Aberdovey – slates J Knight

April 1 1872 Gloucester sailed Lerry, Davies for Douglas

April 16 1872 Swansea arrived Lerry, Davies from Laxey

April 16 1872 Swansea sailed Lerry, Davies for Douglas

May 25 1872 Portmadoc arrived Lerry, Davies from Aberdovey

w/e June 5 1872 Portmadoc sailed Lerry, Davies for Belfast

June 2/3 1872 Belfast arrived Lerry, Davies from Portmadoc – slates

July 16 1872 Plymouth arrived Lerry, Davies from Aberdovey

July 20 1872 Plymouth sailed Lerry, Davies for Aberdovey

July 27 1872 Aberdovey arrived Lerry, Davies from Plymouth

w/e August 14 1872 Aberdovey sailed Lerry, Davies for Glasgow

August 12 1872 Glasgow arrived Lerry, Davies from Aberdovey

October 5 1872 Lizard signal station passed east Lerry of Aberystwith

November 5 1872 Runcorn arrived Lerry, Davies from Poole

December 3 1872 Aberdovey sailed Lerry, Davies for Swansea

### **1873**

January 12 1873 Newry sailed Lerry, Davies for Caernarvon

w/e February 26 1873 Aberdovey arrived Lerry, Davies from Belfast

May 23 1873 Port Dinorwic arrived Lerry, Davies from Beaumaris

June 6 1873 Aberdovey arrived Lerry, Davies from Londonderry

June 18 1873 Aberdovey sailed Lerry, Davies for Jersey, St Helier

w/e July 2 1873 Aberdovey sailed Lerry, Davies for Jersey, St Helier

July 2 1873 Jersey, St Helier arrived Lerry, Davies from Aberdovey - slates

July 16 1873 Jersey sailed Lerry, Davies for Runcorn – stone

w/e September 3 1873 arrived Lerry, Thomas from Liverpool

w/e October 2 1873 Gloucester arrived Lerry, Turner from Aberdovey - slates

November 15 1873 Aberdovey sailed Lerry, Thomas for Milford

November 20 1873 Aberdovey arrived Lerry, Thomas from Saundersfoot

w/e November 26 1873 Aberdovey sailed Lerry, Thomas for Cardiff

December 16 1873 Penarth arrived Lerry, Thomas from Cardiff - light

### **1874**

February 20 1874 Poole arrived Lerry, Thomas

April 13 1874 Crew rescued by lifeboat at Fishguard in storm, Anchored in bay

w/e May 6 1874 Portmadoc sailed Lerry, Thomas for Ryde IW

June 13 1874 Caernarvon arrived Lerry, Thomas from Runcorn  
June 18 1874 Caernarvon sailed Lerry, Thomas for Aberdovey  
June 23 1874 Aberdovey sailed Lerry, Thomas for Cardiff  
June 26 1874 Glamorgan canal arrived Lerry, Thomas from Aberdovey – slates  
w/e July 1 1874 Aberdovey sailed Lerry, Thomas for Cardiff  
July 2 1874 Cardiff arrived Lerry, Thomas from Canal - light  
July 3 1874 Cardiff sailed Lerry, Thomas for Aberdovey  
w/e July 15 1874 Aberdovey arrived Lerry, Thomas from Cardiff  
August 25 1874 Glamorgan canal arrived Lerry, Thomas from Aberdovey – slates  
w/e September 2 1874 Aberdovey sailed Lerry, Thomas for Cardiff  
w/e September 23 1874 Aberystwyth sailed Lerry, Thomas for Portmadoc  
November 6 1874 Weymouth arrived Lerry, Thomas from Ryde  
November 20 1874 Weymouth sailed Lerry, Thomas for Plymouth  
w/e December 31 1874 Aberystwyth arrived Lerry, Thomas from Cardiff

## **1875**

March 15 1875 Aberdovey sailed Lerry, Davies for Irvine  
March 22 1875 Irvine arrived Lerry 33, Davies from Aberdovey – slates  
April 16 1875 Carnarvon arrived Lerry, Thomas from Irvine  
April 22 1875 Port Dinorwic arrived Lerry, Davies from Caernarvon  
May 27 1875 Aberdovey arrived Lerry, Davies from Maryport  
July 22 1875 Glasgow arrived Lerry, Davies from Portsmouth  
August 31 1875 Aberdovey arrived Lerry, Davies from Plymouth  
October 14 1875 Aberdovey put back Lerry, Davies for Londonderry  
November 3 1875 Londonderry arrived Lerry from Portmadoc  
November 26 1875 Aberdovey sailed Lerry, Davies for Bowling

**1876**

February 3 1876 Aberdovey arrived Lerry, Davies from Mostyn

w/e March 26 1876 Aberdovey sailed Lerry, Davies for Swansea

April 9 1876 Off Milford Lerry, Davies

April 28 1876 Portmadoc arrived Lerry, Williams from Aberdovey

May 11 1876 Portmadoc sailed Lerry, Thomas for Ryde

June 10 1876 Lizard signal station passed west Lerry of Aberystwith

June 29 1876 Portmadoc arrived Lerry, Davies from Dublin

September 22 1876 Newry sailed Lerry for Bangor NW

September 27 1876 Aberdovey arrived Lerry, Davies from Newry

October 30 1876 Aberdovey arrived Lerry, Davies from Newry

December 19 1876 Aberdovey sailed Lerry, Davies for Dundalk

w/e December 27 1876 Aberdovey sailed Lerry, Davies for Dundalk

**1877**

February 16 1877 Portmadoc sailed Lerry, Davies for Gloucester

- slates for Sessions and sons

March 4 1877 Gloucester sailed Lerry, Davies for Watchet

March 31 1877 Aberdovey arrived Lerry, Davies from Dublin

May 9 1877 Dundalk arrived Lerry, Davies from Liverpool

June 1 1877 Portmadoc arrived Lerry, Davies from Dublin

July 9 1877 Lizard signal station passed west Lerry of Aberystwith

July 17 1877 Portmadoc arrived Lerry, Davies from Dublin

October 2 1877 Liverpool arrived Lerry, Davies from Bridgewater

October 2 1877 Liverpool docked Lerry 33, Davies from Bridgewater

w/e October 17 1877 Aberdovey windbound Lerry, Davies for Liverpool

w/e December 5 1877 Aberdovey sailed Lerry, Davies for Newry

December 6 1877 Newry arrived Lerry, Davies from Aberdovey

w/e December 19 1877 Aberdovey arrived Lerry, Davies from Newry

## **1878**

February 8 1878 Portmadoc sailed Lerry, Davies for Ryde

March 11 1878 Portland put in Lerry, Davies from Ryde – adverse wind

March 13 1878 Portland sailed Lerry, Davies from the Roads

March 18 1878 Lizard signal station passed west Lerry smack of Aberystwith

April 15 1878 Portmadoc arrived Lerry, Davies from Pwllheli

May 25 1878 Cowes sailed Lerry, Davies for Dublin

May 29 1878 Prawle Point passed west smack Lerry of Aberystwith

June 7 1878 Dublin sailed Lerry for Portmadoc

June 18 1878 Portmadoc sailed Lerry, Davies for Ryde

August 26 1878 Portmadoc sailed Lerry, Davies for Ryde

October 12 1878 Portmadoc arrived Lerry, Davies from Dublin

December 7 1878 Gloucester sailed Lerry, Davies for Newport

## **1879**

w/e January 8 1879 Aberdovey arrived Lerry, Davies from Newport

w/e February 26 1879 Aberdovey sailed Lerry, Davies for Kingstown

w/e April 2 1879 Aberdovey arrived Lerry, Davies from Plymouth

w/e April 23 1879 Portmadoc arrived Lerry, Davies from Aberdovey

w/e April 30 1879 Aberdovey sailed Lerry, Davies for Bristol

May 26 1879 Dublin arrived Lerry from Cowes IW

June 12 1879 Portmadoc sailed Lerry, Davies for Ryde

June 25 1879 Milford sailed Lerry, Davies for Ryde IW

September 21 1879 Sharpness arrived Lerry 33, Davies from Portmadoc – slates

October 3 1879 Sharpness sailed Lerry, Davies for Abercastle – salt

November 3 1879 Sharpness arrived Lerry 33, Davies from Portmadoc – slates

November 17 1879 Gloucester sailed Lerry, Davies for Cardigan - salt

## **1880**

January 12 1880 Belfast arrived Lerry , Davies from Portmadoc – slates

April 29 1880 Cowes sailed Lerry, Davies for Dublin

July 17 1880 Aberdovey arrived Lerry, Davies from Newport

August 11 1880 Aberdovey sailed Lerry, Davies for Gloucester

August 27 1880 Sharpness sailed Lerry, Davies for Cardigan

October 14 1880 Sharpness arrived Lerry, Davies from Machynlleth - slabs

December 4 1880 Sharpness arrived Lerry, Davies from Aberdovey

- slates for Sessions and Sons

December 17 1880 Sharpness sailed Lerry, Davies for westward

- 38 tons salt from J. Knight

## **1881**

February 22 1881 Dublin entered inwards Lerry from Aberdovey

June 14 1881 Aberdovey sailed Lerry, Davies for Cardiff

August 15 1881 Sharpness arrived Lerry 33, Davies from Aberdovey

- slates for Price & Co

August 21 1881 Sharpness sailed Lerry, Davies for Fishguard - salt

October 7 1881 Aberdovey sailed Lerry, Davies for Cardiff

December 23 1881 Cardiff sailed Lerry, Davies for Aberdovey

**1882**

April 15 1882 Britonferry arrived Lerry, Davies from Swansea

July 31 1882 Sharpness arrived Lerry, Davies from Portmadoc

w/e August 2 1882 Sharpness arrived Lerry, Davies from Portmadoc

- 64 tons slates for Sessions and Sons

August 10 1882 Sharpness sailed Lerry, Davies for Fishguard - salt

December 21 1882 Sharpness arrived Lerry 33, Davies from Aberdovey

- 61 tons slates for Moss and Co

**1883**

January 10 1883 Sharpness sailed Lerry, Davies for Fishguard

- 50 tons salt from C. Bradley

March 29 1883 Falmouth arrived Lerry, Davies from Teignmouth

w/e May 31 1883 Sharpness arrived Lerry 33, Davies from Aberdovey

- 59 tons slate slabs for Sessions and Sons

June 3 1883 Sharpness sailed Lerry, Davies for Swansea

- 53 tons salt from C. Bradley

July 31 1883 Portmadoc arrived Lerry, Davies from Neath

August 23 1883 Sharpness arrived Lerry 33, Davies from Portmadoc - slates

August 23 1883 Sharpness sailed Lerry, Davies for Fishguard - salt

w/e August 30 1883 Sharpness arrived Lerry, Davies from Portmadoc

- 65 tons slates

w/e September 6 1883 Sharpness sailed Lerry, Davies for Fishguard

- 39 tons of salt from John Knight

September 9 1883 Swansea sailed Lerry, Davies for Milford

October 13 1883 Aberdovey arrived Lerry, Davies from Fishguard

**1884**

March 27 1884 Milford arrived Lerry, Davies from Aberdovey

May 10 1884 Cardiff sailed Lerry, Davies for Aberdovey

June 6 1884 Sharpness arrived Lerry, Davies from Aberdovey

- 64 tons slates for J Knight

June 17 1884 Sharpness sailed Lerry, Davies for Cardigan

- 50 tons of salt from J Corbett

July 21 1884 Aberdovey arrived Lerry, Davies from Cardigan

w/e August 14 1884 Sharpness arrived Lerry, Davies from Aberdovey

- 63 tons slates for J Knight

August 28 1884 Sharpness sailed Lerry, Davies for Fishguard

- 39 tons of salt from J Corbett

November 15 1884 Aberdovey sailed Lerry, Davies for Dundalk

w/e December 11 1884 Aberdovey arrived Lerry, Davies from Dundalk

**1885**

March 6 1885 Aberdovey sailed Lerry, Davies for High Bridge

March 21 1885 Sharpness sailed Lerry, Davies for Pembroke

- 44 tons Salt from J Corbett

May 8 1885 Sharpness arrived Lerry 33, Davies from Aberdovey - slates

May 19 1885 Sharpness sailed Lerry, Davies for Newport - 16 tons salt,

- from J Corbett and 20 tons salt from Bradley.

August 14 1885 Wick arrived Lerry, Davies from Aberdovey

August 31 1885 Wick sailed Lerry, Davies for Dublin

October 30 1885 Sharpness arrived Lerry, Davies from Cardiff - coal

November 9 1885 Sharpness sailed Lerry, Davies for Aberdovey

- 26 tons of salt from J Corbett

## **1886**

April 24 1886 Belfast arrived Lerry , Davies from Aberdovey - slates

July 5 1886 Sharpness arrived Lerry 33, Davies from Aberdovey

- 61 tons of slates for J Knight

July 17 1886 Sharpness sailed Lerry, Davies for Fishguard - salt

September 24 1886 Sharpness arrived Lerry 33, Davies from Aberdovey - slates

October 11 1886 Sharpness sailed Lerry, Davies for Fishguard - salt

December 18 1886 Sharpness sailed Lerry, Davies for Aberdovey

- 54 tons coal, from Crumpmeadow Coal Co

## **1887**

March 18 1887 Sharpness arrived Lerry 33, Davies from Aberdovey

- 63 tons of slates for J Knight

March 30 1887 Sharpness sailed Lerry, Davies for Newport - salt

June 13 1887 Sharpness sailed Lerry, Davies for Newport - empty

July 9 1887 Portmadoc sailed Lerry, Davies for Gloucester

July 18 1887 Sharpness arrived Lerry 33, Davies from Portmadoc - slates

August 13 1887 Aberdovey arrived Lerry, Davies from Waterford

October 8 1887 Sharpness arrived Lerry, Davies from Aberdovey

October 24 1887 Sharpness sailed Lerry, Davies for Fishguard - salt

## **1888**

March 7 1888 Bristol sailed Lerry for Waterford

March 26 1888 Aberdovey arrived Lerry from Waterford

April 12 1888 Aberdovey sailed Lerry for Carnarvon

w/e May 10 1888 Aberdovey sailed Lerry, Jones for Gloucester

May 14 1888 Sharpness arrived Lerry, Davies from Carnarvon - slates

May 25 1888 Sharpness sailed Lerry, Davies for Cardigan - salt

June 3 1888 Aberdovey arrived Lerry, Davies from Cardigan

July 6 1888 Aberdovey sailed Lerry, Jones for Ballyshannon

September 10 1888 Aberdovey sailed Lerry, Jones for Cardiff

September 24 1888 Sharpness arrived Lerry, Davies from Cardiff - empty

October 11 1888 Sharpness sailed Lerry, Davies for Abercastle

- 43 tons of salt from Bird, Wulff and Co.

November 11 1888 Aberdovey arrived Lerry, Davies from Fishguard

## **1889**

January 1 1889 Neath & Briton Ferry cleared Lerry for Pwllheli

- 60 tons culm M S Williams

January 20 1889 Aberdovey arrived Lerry, Davies from Pwllheli

February 11 1889 Aberdovey lying in the harbour Lerry

February 20 1889 Aberdovey weather bound in river waiting (loaded) to sail Lerry

February 21 1889 Aberdovey sailed Lerry, Davies for Dundalk

March 8 1889 Aberdovey arrived Lerry from Dundalk

April 5 1889 Portmadoc arrived Lerry from Aberdovey

April 15 1889 Portmadoc sailed Lerry for Torquay

April 16 1889 Torquay arrived Lerry, Davies from Portmadoc

April 25 1889 Prawle point passed down Lerry dandy of Aberystwith

May 6 1889 Porthcawl sailed Lerry, Davies for Pwllheli

May 10 1889 Portmadoc arrived Lerry from Pwllheli

w/e 15 May 1889 Portmadoc sailed Lerry, Davies for Exeter

May 26 1889 Teignmouth arrived Lerry, Davies from Exmouth

July 4 1889 Portmadoc arrived Lerry, Davies from Mochras  
August 14 1889 Newport arrived Lerry from Portmadoc  
August 15 1889 Portmadoc sailed Lerry for Newport  
w/e August 21 1889 Newport sailed Lerry, Davies for Abersoch – 60 tons coal  
August 24 1889 Newport sailed Lerry, Davies for Abersoch – 60 tons coal  
September 12 1889 Portmadoc sailed Lerry for Newport  
September 28 1889 Newport, Mon sailed Lerry, Davies for Aberystwith  
October 12 1889 Aberystwyth arrived Lerry – coals  
November 18 1889 Sharpness arrived Lerry 33, Davies from Aberdovey - slates  
November 30 1889 Sharpness sailed Lerry, Davies for Lydney - empty  
December 6 1889 Cardiff sailed Lerry for Newport  
December 26 1889 Portmadoc sailed Lerry, Davies for Aberayron

## **1890**

February 6 1890 Portmadoc sailed Lerry, Davies for Gloucester  
March 14 1890 Portmadoc arrived Lerry, Davies from Tenby  
May 30 1890 in Aberdovey harbour for sale  
September 4 1890 Portmadoc arrived Lerry, Davies from Cardigan  
September 11 1890 Barry arrived Lerry, Davies from Portmadoc - slates  
September 12 1890 Portmadoc sailed Lerry, Davies for Barry  
September 22 1890 Barry sailed Lerry, Davies for Aberayvon-60 tons 3 cwts coal  
October 30 1890 Port Dinorwic arrived Lerry from Caernarvon  
November 28 1890 Newport arrived Lerry 33, from Caernarvon - slates  
December 3 1890 Newport sailed Lerry, Davies for Aberystwith - 60 tons coal

**1891**

January 14 1891 Briton Ferry arrived Lerry 33 from Aberdovey - slates

January 20 1891 Briton Ferry sailed Lerry 33 for Newport – ballast

January 23 1891 Newport arrived Lerry 33 from Neath - light

February 3 1891 Newport sailed Lerry, Davies for Aberystwith – 60 tons coal

February 27 1891 Portmadoc arrived Lerry, Davies from Aberystwith

February 28 1891 Portmadoc sailed Lerry, Davies for Gloucester

March 2 1891 Sharpness arrived Lerry 33, Davies from Portmadoc

– 60 tons of slates for H R Payne

w/e March 19 1891 Sharpness sailed Lerry, Davies for Newquay -60 tons of slag

April 2 1891 Portmadoc arrived Lerry from Newquay

April 9 1891 Portmadoc sailed Lerry for Bridgewater

July 30 1891 Sharpness arrived Lerry 33, Davies from Aberdovey

– 60 ton of slates for J Knight

August 10 1891 Sharpness sailed Lerry, Davies for Aberystwith - Maize

September 22 1891 Barry dock sailed Lerry for Aberystwith -49 tons 18cwt coal

October 5 1891 Aberystwyth sailed smack Lerry, Davies for Portmadoc

October 8 1891 Portmadoc arrived Lerry from Aberystwyth

October 29 1891 Portmadoc sailed Lerry for Cardiff

November 19 1891 Cardiff arrived Lerry 33

December 17 1891 Aberystwyth arrived smack Lerry, Davies from Cardiff

**1892**

February 19 1892 Portmadoc arrived Lerry, Davies from Aberystwyth

February 25 1892 Portmadoc sailed Lerry for Cardiff

March 8 1892 Cardiff arrived Lerry from Canal – light

March 31 1892 Portmadoc arrived Lerry, Davies from Cardiff  
April 8 1892 Portmadoc sailed Lerry, Davies for Cardiff  
April 21 1892 Cardiff arrived Lerry from Canal – light  
April 27 1892 Cardiff sailed Lerry, Davies for Aberayvon  
May 13 1892 Portmadoc arrived Lerry from Aberaeron  
May 19 1892 Portmadoc sailed Lerry, Davies for Cardiff  
May 26 1892 Cardiff arrived Lerry from Canal – light  
May 27 1892 Cardiff sailed Lerry, Davies for Aberystwith  
May 31 1892 Aberystwyth arrived smack Lerry, Davies from Cardiff  
June 28 1892 Cardiff arrived Lerry from Canal – light  
July 3 1892 Cardiff sailed Lerry, Davies for Aberayvon  
July 21 1892 Portmadoc arrived Lerry from Aberayron  
August 1 1892 Portmadoc sailed Lerry Cardiff  
August 10 1892 Cardiff arrived Lerry 33  
August 17 1892 Cardiff sailed Lerry, Davies for Aberayvon  
September 15 1892 Sharpness arrived Lerry, Davies from Aberdovey  
– 57 tons of slates slates for J Knight  
October 4 1892 Swansea arrived Lerry, Davies from Gloucester  
– 49 tons beans John Dyer  
October 8 1892 Swansea sailed Lerry, Davies for Aberayvon-50 tons coal S&J Hill  
November 22 1892 Sharpness arrived Lerry, Davies from Aberdovey – slates  
w/e December 1 1892 Sharpness arrived Lerry, Davies from Aberdovey  
– 60 tons of slates for J Session and Sons  
December 3 1892 Sharpness sailed Lerry, Davies for Aberystwith - maize

**1893**

February 28 1893 Aberystwyth sailed Lerry, smack, Davies for Neath  
March 11 1893 Neath & Britton Ferry sailed Lerry, Davies for Aberystwith

March 14 1893 Aberystwyth arrived smack Lerry, Davies from Neath - coals  
March 30 1893 Portmadoc arrived Lerry from Aberystwyth  
April 14 1893 Portmadoc sailed Lerry, Davies for New Ross  
May 9 1893 Porthcawl arrived Lerry from Carmarthen - ballast  
May 9 1893 Porthcawl sailed Lerry for Carmarthen 60 tons coal  
May 12 1893 Aberystwyth arrived smack Lerry, Davies from Porthcawl  
May 22 1893 Aberystwyth sailed Lerry, smack, Davies for Cardiff  
May 26 1893 Cardiff arrived Lerry 33 from Aberystwyth -flour  
June 1 1893 Cardiff sailed Lerry, Davies for Aberystwith  
June 13 1893 Aberystwyth sailed Lerry, smack, Davies for Neath  
June 16 1893 Britton Ferry arrived Lerry, Davies from Aberystwith – lead ore  
July 1 1893 Britton Ferry sailed Lerry, Davies for Conway  
August 2-3 1893 Plymouth arrived Lerry, Davies from Beaumaris  
August 18 1893 Sharpness arrived Lerry 33, Davies from Plymouth Alum cake  
w/e August 31 1893 Gloucester sailed Lerry, Davies for Swansea 40 tons flour  
- from V. Rowles  
August 28 1893 Swansea arrived Lerry from Gloucester with 40 tons flour,  
- for Thos Hughes  
September 2 1893 Swansea sailed Lerry, Davies for Aberayron  
- 53 tons coal S & J Hill  
September 14 1893 Portmadoc arrived Lerry from Aberaeron  
September 29 1893 Portmadoc sailed Lerry, Davies for Cardiff  
October 15 1893 Cardiff arrived Lerry 33 - light  
October 23 1893 Cardiff sailed Lerry, Davies for Portmadoc  
November 9 1893 Portmadoc arrived Lerry from Cardiff  
  
November 17 1893 Portmadoc arrived Lerry, Davies from Cardiff  
November 29 1893 Cardiff arrived Lerry 33 from canal - light

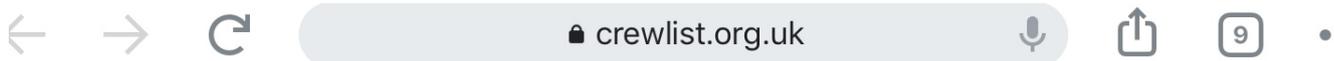
December 1 1893 Cardiff sailed Lerry for Waterford

December 4 1893 Cardiff sailed Lerry, Davies for Aberystwith

December 18 1893 Aberystwith wrecked attempting to enter harbour with coal  
- from Cardiff

## Appendix C

## Crew list 1884



Home



CLIP databases ▾



Contact CLIP



## Transcript of crew list: LERRY, 56420, 1/1/1884 to 30/6/1884

Other transcripts of crew lists for this ship for 1884:

[1/7/1884 to 31/12/1884](#)

### Ship details

Vessel	LERRY	Dates	1/1/1884 to 30/6/1884
Official number	56420	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	MORRIS DAVIES	Archives	National Library of Wales
		Archives reference	326/1/1

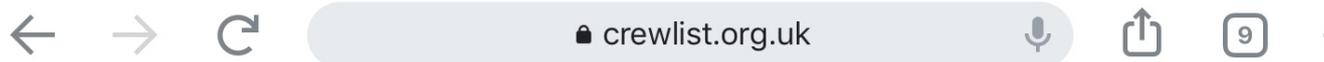
### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
MORRIS	DAVIES	1837	MONMOUTH	MASTER	LERRY, ABERYSTWYTH, 1884
WILLIAM JOHN [...]	DAVIES	1865	MONMOUTH	MATE	LERRY, ABERYSTWYTH, 1884
WILLIAM	MORRIS	1841	MONMOUTH	MATE	JULIA A MERRITT, CARNARVON, 1884

[Terms and Conditions](#) | [Our Privacy Policy - please read](#) | [Contact us](#)

This page was last modified on 6 January 2021

Copyright © Peter Owens 2005-2017


[Home](#)
[CLIP databases](#)
[Contact CLIP](#)

## Transcript of crew list: LERRY, 56420, 1/7/1884 to 31/12/1884

Other transcripts of crew lists for this ship for 1884: [1/1/1884 to 30/6/1884](#)

### Ship details

Vessel	LERRY	Dates	1/7/1884 to 31/12/1884
Official number	56420	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	MORRIS DAVIES	Archives	National Library of Wales
		Archives reference	326/1/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
MORRIS	DAVIES	1837	ABERDOVEY	MASTER	LERRY, ABERYSTWYTH, 1884
WILLIAM	MORRIS	1840	ABERDOVEY	MATE	LERRY, ABERYSTWYTH, 1884

[Terms and Conditions](#) | [Our Privacy Policy - please read](#) | [Contact us](#)

This page was last modified on 6 January 2021

Copyright © Peter Owens 2005-2017

**Appendix D      Crew list 1889**

crewlist.org.uk

**Transcript of crew list: LERRY, 56420, 1/1/1889 to 30/6/1889**

We do not have transcripts for any other crew lists for 1889 for this ship.

**Ship details**

Vessel	LERRY	Dates	1/1/1889 to 30/6/1889
Official number	56420	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN VAUGHAN DAVIS	Archives	National Library of Wales
		Archives reference	326/2/1

**Crew names**

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN VAUGHAN	DAVIS	23	ABERDOVEY	MASTER	LERRY, ABERYSTWYTH, 1889
EDWARD	JONES	22	ABERDOVEY	MATE	SARAH DAVIES, ABERYSTWYTH, 1889
CORNELIUS	JONES	15	ABERDOVEY	ORDINARY SEAMAN	LERRY, ABERYSTWYTH, 1889

[Terms and Conditions](#) | [Our Privacy Policy - please read](#) | [Contact us](#)

This page was last modified on 6 January 2021

Copyright © Peter Owens 2005-2017

## Appendix E Mercantile Navy List (MNL)

Image source: [clip](#) Crew List Index Project

1872	GO	+	-	Page	304	GO	Notes	Search
59964	Leonie, Quebec	Bg.	Sunderland	1865	..	459	Narcisse Rosa, Quebec.	
51185	Leonie, Sunderland	Sr.	Lymington	1859	P.R.D.T	267	Richard Jackson, Sunderland.	
27403	Leonora, Cowes	Bn.	Southwick, Dur.	1871	K.M.V.D	54	Geo. Hawkins Dempster, Dunnicheir, co. Fife.	
67123	Leonora, Fleetwood	..	..	..	Q.P.D.S	259	Thos. Seed, Fleetwood, Lancashire.	
31242	Leonora, Galle	..	..	..	..	57	Molkewegey Tanchy de Silva, Dodandera.	
25553	Leonora, Llanelly	..	..	..	..	26	John Gay, Llanelly.	
54211	Leonora, Liverpool	..	..	..	..	196	Owen Jones, Silloth Dock, Cumberland.	
57719	Leopard, Halifax, N.S.	..	..	..	..	31	Stephen Vatcher, Burges, Newfoundland.	
28267	Leopard, Hull	..	..	..	..	43	Jabez Rutter, Kingston-upon-Hull.	
48545	Lepanto, London	..	..	..	..	906	Hallings Tatham, La Plaiderie, Guernsey.	
28968	Lephenstrath, Greenock	..	..	..	..	623	John Kerr, West Quay, Greenock.	
52050	Lequille, Annapolis, N.S.	..	..	..	..	115	John Harris, Annapolis, N.S.	
11408	Lerrin, Fowey	..	..	..	..	56	William Vine, Fowey.	
56420	Lerry, Aberystwith	..	..	..	..	33	John Hughes Jones, Aberdovey, Merionethshire.	
52349	Lerwick, Invercargill, N.Z.	..	..	..	..	14	Samuel Nichol, Bluff Harbour, N.Z.	
21431	Lerwick, Wexford	..	..	..	..	56	Michael Fortune, Slade, co. Wexford.	
40477	Les Trois Amis, Fremantle, W.A.	..	..	..	..	43	George Green, Perth, West Australia.	
48919	Lesbia, Glasgow	..	..	..	..	26	David J. Penney, Glasgow.	
48772	*Lesbia, Newcastle	..	..	..	..	1203	John Clarke, Newcastle-on-Lyne.	
39995	Leslie, Belfast	..	..	..	..	58	John Smiley, Larne, co. Antrim.	
32265	Leslie, Lanconston	..	..	..	..	108	John Griffiths, Port Sorell, Tasmania.	
63116	Lesseps, Grimsby	..	..	..	..	264	Edward Bannister, Great Grimsby.	
61704	Let her Be, Nassau, N.P.	..	..	..	..	10	Samuel Preston Saunders, Nassau, N.P.	
50789	Let Her Rip, Halifax, N.S.	..	..	..	..	16	Isaac Willett, Wine Harbour, N.S.	
29109	Let me alone, Newcastle	..	..	..	..	21	Joseph Lough, North Shields.	
7190	Let me alone, Yarmouth	..	..	..	..	90	H. H. Gambling, Southtown, Suffolk.	
6125	Letchmee, Singapore	..	..	..	..	33	Nuttersah, Singapore.	
30917	Letchemy, Colombo	..	..	..	..	63	Cowasjee Edulju, Colombo.	
31023	Letchemy, Colombo	..	..	..	..	51	Casim Lebbe Isollebbe Marcavi, Barbezu, Co.	
31213	Letchemy, Colombo	..	..	..	..	60	Siddy Lebbe Colende Marican, Pantura, Co.	
31396	Letchemy Davy, Jaffna	..	..	..	..	133	Candapper Vadawanam, Valwettytowa, Co.	
31073	Letchemy Persad, Colombo	..	..	..	..	57	Sanga Lingam A.M. Palavasan, Assury, Pal.	
30997	Letchimina, Colombo	..	..	..	..	63	Tirnelvaley, India.	
9820	Letitia, Aberystwith	..	..	..	..	40	Tenorewadozey Don Dan. Naide, Cultura, Co.	
29773	Letitia, London	..	..	..	..	262	D. Morgan, Aberystwith, Cardiganshire.	
29132	Letitia, Southampton	..	..	..	..	115	Edwd. Whetham Alpress, Cliefden, Eltham, Kent.	

[Terms and Conditions](#) | [Our Privacy Policy](#) - please read | [Contact us](#)

This page was last modified on 11 January 2021

56420 Lerry of Aberystwith, smack built at YnysLas, Cardiganshire in 1871, 33 tons, owner John Hughes Jones, Aberdovey, Merionethshire

1872- 75 no change

1876 new owner Morris Davies, Aberdovey, Merionethshire

1878 no change until 1891 when David Davies, Aberystwith becomes the managing agent.

No change until 1895 when there is no entry

## **Appendix F    Cargo's**

**Alum Cake** The dried mass left after the treatment with strong sulphuric acid of kaolin or fairly pure clay which has been roasted. Impure aluminium sulphate, manufactured from china clay.

**Culm** - a term used for fine-grained waste from anthracite coal, used to heat lime kilns.

**Appendix G****Ports of call**

**Aberavon** a town in Neath, Port Talbot county borough, Wales. The town derived its name from being near the mouth of the river Afan,

**Aberaeron**, previously anglicised as Aberayron, is a town, situated between Aberystwyth and Cardigan in Ceredigion, Wales.

**Abercastle** is a village in Pembrokeshire, Wales.

**Ballyshannon** a town in County Donegal, Ireland, located at the southern end of the county

**Bowling** a village in West Dunbartonshire, Scotland, it lies on the north bank of the Firth of Clyde, between the towns of Clydebank and Dumbarton.

**Bridgwater** a large historic market town in Somerset, England

**Briton Ferry** a town in the county borough of Neath Port Talbot, Wales.

**Canal** – Glamorgan Canal was around 25 miles (40 km) long with a drop of around 542 feet (165 m), requiring 50 locks. It clung to the western side of the valley down to Navigation (now called Abercynon) where it crossed the River Taff on an aqueduct, to cling to the eastern side for most of its route to Cardiff. A second act of Parliament was obtained on 26 April 1796, which enabled the canal to be extended by half a mile (0.8 km), ending in a sea lock in Cardiff docks. This was opened in June 1798. Richard Crawshay was the principal shareholder in the canal company, and his attempts to squeeze the profits of the other ironmasters led to them proposing a Tramroad from Merthyr to Cardiff, to compete with the canal.

**Douglas** capital of the Isle of Man

**Goodwick** and Fishguard are situated on the North Pembrokeshire Coast of Wales and are today one town.

**Highbridge** a small, former market town on the edge of the Somerset Levels near the mouth of the River Brue.

Kingstown was known as Dunleary until it was renamed Kingstown in honour of King George IV's 1821 visit, and in 1920 was given its present name, Dún Laoghaire. the original Irish form of Dunleary.

**Laxey** a village on the east coast of the Isle of Man.

**The Lizard** a peninsula in southern Cornwall, England, United Kingdom. The most southerly point of the British mainland

**Lydney** harbour was the last port on the River Severn where sea-going boats could unload, in the 19th and early 20th century it was used to export coal from the Forest.

**Maryport** is a town in Cumbria, England

**Mochras** a peninsula lying west of Llanbedr in Gwynedd, Wales. It was formed after the River Artro was diverted by the Earl of Winchelsea in 1819 from its previous course where it entered the sea to the south of Mochras.

**Mostyn** a village in Flintshire, Wales, lying on the estuary of the River Dee

**New Ross** a town in southwest County Wexford, Ireland. It is located on the River Barrow 12 miles from Waterford.

**Porthcawl** is a town on the south coast of Wales, 25 miles west of Cardiff

**Prawle Point** a coastal headland in south Devon, England

**Ryde** a town on the north-east coast of the Isle of Wight, in the Solent.

**Sharpness** an English port in Gloucestershire, one of the most inland in Britain.

**Watchet** a harbour town, in the English county of Somerset.

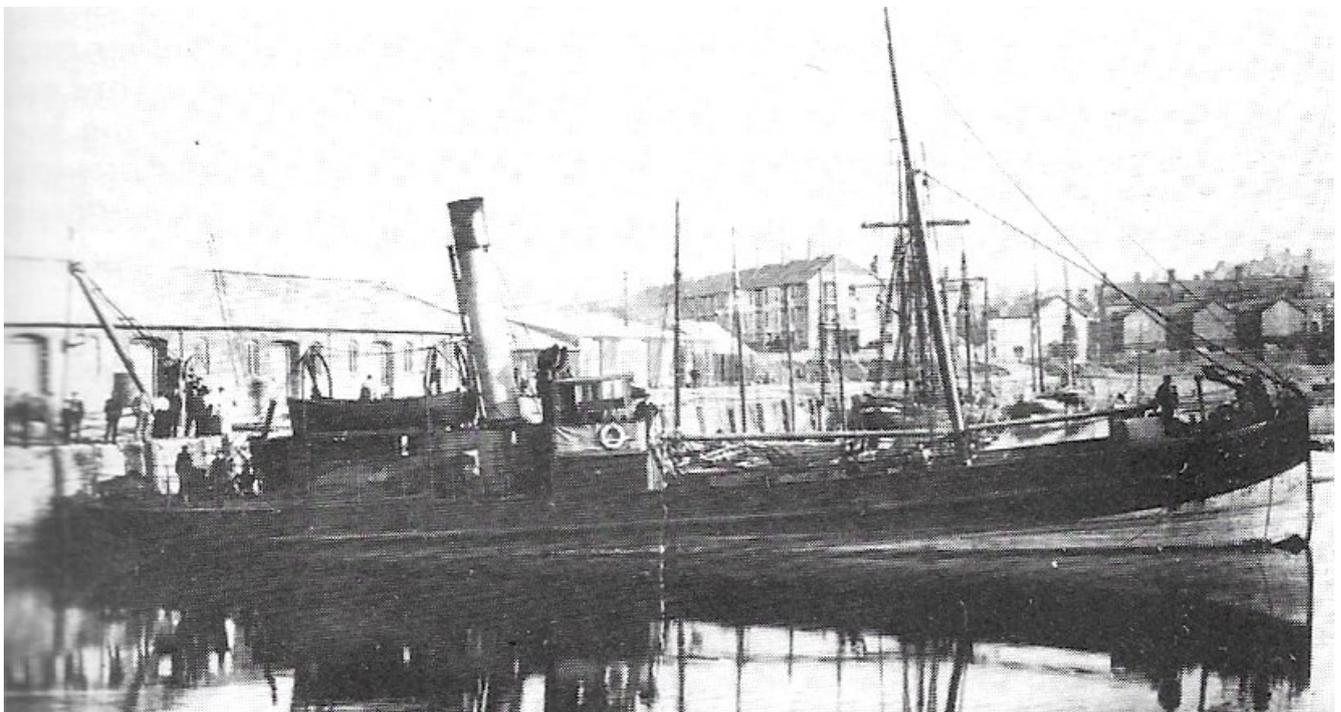


Fig. 8

Countess of Lisburne