

Welsh Wreck Web Research Project

(North Cardigan Bay)

On-line research

into the stranding of the:

Mary Fell, Clyde, Eclipse

and the possible loss of *Elizabeth and Mary* 1816-1817



Report compiled by:

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Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the stranding of *Mary Fell*,
Clyde, Elizabeth and Mary and the loss of *Eclipse***

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1.0 Abstract

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

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

This report aims to uncover information about the stranding of *Mary Fell* and *Clyde*, two ships that were driven ashore on the North Wales coast during a North Westerly Gale on November 11th-12th in 1816. *Mary Fell* was on a voyage from Liverpool to Buenos Ayres and *Clyde* was sailing either from Saltcoats in Ayrshire or Dublin to Bideford.

Elizabeth and Mary entered into my investigation insofar as she was carrying cargo from *Mary Fell* when she struck a rock in Cardigan Bay and was thought to have been wrecked.

Finally *Eclipse*, the last vessel to be covered in this report, went ashore at Newquay having been swept across the cables of the repaired *Mary Fell* after losing her rudder off Tusker rock.

This report is an attempt to uncover the background of these vessels and their subsequent fate.

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2.3 Contributors

Ian Cundy supplied background support and research guidance.

2.5 Abbreviations

A list of any abbreviations used in this report, i.e.

BNA	British Newspaper Archive
LR	Lloyd's Register
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
URL	Uniform Resource Locator

3.0 Research Methodology

Research was conducted using the MacBook Pro using 'High Sierra' operating system. The web browser Chrome was used throughout the research.

I was provided with a list of databases from the NAS to start my online research, these included 'Coflein', 'Rhiw.com', 'Welsh Newspapers Online' . 'British Newspapers Archive' was made available to me for the research period and became an invaluable resource.

In addition, I was able to access Ivor Wynne Jones 'Shipwrecks of North Wales', Larn and Larn 'Register of Shipwrecks of the British Isles' and W Troughton 'Ceredigion Shipwrecks'.

The first step in my research was to consult 'Larn and Larn Shipwreck Index of the British Isles West coast and Wales Section' this gave a date for the strandings or shipwrecks and background details of the ships involved.

Lloyd's Register (LR) was next consulted as it contains a mine of information about the history of a ship and became an important primary source.

My next stage would be to consult British Newspapers Archive to provide suitable material to embellish the story of a particular ship. I found that entering the name of the vessel followed by the master into the search engine produced numerous relevant results because this is the notation that many of the newspapers use when reporting any events pertaining to a vessel.

Ceredigion Archives online shipping and museum records were explored, but gave no results.

'Coflein' was consulted but this gave results that seemed to be obtained from either Larne and Larne or Troughton.

Workington historical society was contacted for more information on the history of shipbuilding in that town, but as yet there has been no response.

The following report details the findings of my online research. There has been no fieldwork or visits to local museums or archives due to the restrictions imposed by the Covid pandemic.

4.0 Introduction

I selected the *Mary Fell* along with the *Clyde* because they were two vessels that were driven ashore during a North Westerly gale along the North Wales coast on November 11th-12th November 1816. Because these incidents happened on the same night, I therefore expected that there would be widespread reporting of these in the newspapers at the time and these could provide additional information about the affected vessels. I included *Elizabeth and Mary* and *Eclipse* into this report because they became part of the story of *Mary Fell* and also subsequent research into the two vessels revealed that there was insufficient material to base a full report around either of them.

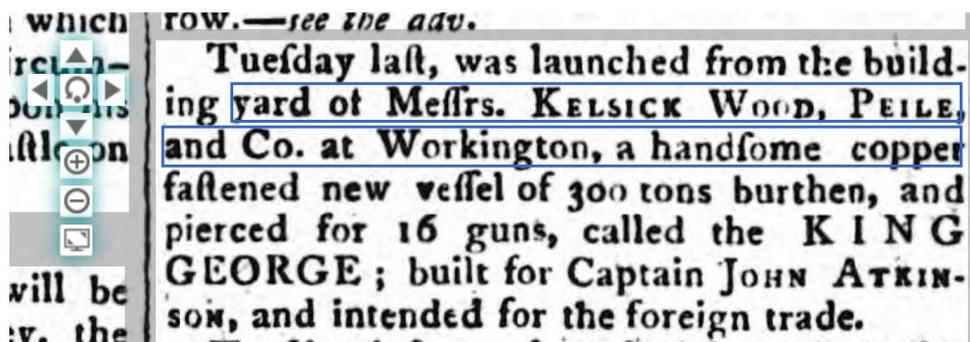
In the absence of the written records that would begin to appear more frequently as the 19th century progressed, I was interested to discover exactly what information might be available online for researching merchant vessels of the early 19th century.

5.0 Part 1 History of *Mary Fell*

By the end of the 18th century Workington had established itself as a port exporting coal produced by the nearby collieries of Cumbria. Shipyards had established themselves at the mouth of the Derwent producing ships that, although small by today's standards, were capable of making voyages to North and South America as well as to ports in the Mediterranean. By the beginning of the nineteenth century a thriving shipbuilding industry had grown up in that port. Articles written in the *Cumberland Pacquet* at the beginning of the 19th century frequently describe the completion of such vessels. (1)

Cumberland Pacquet, and Ware's Whitehaven Advertiser - < Page 2 c
Tuesday 05 May 1812

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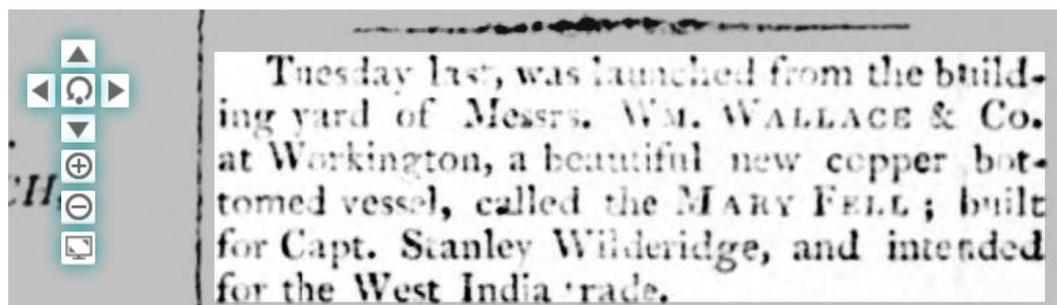


There were numerous shipbuilders at the port of Workington, (the history of which would be worthy of further research), one of these was William Wallace and from the '*Cumberland Pacquet and Ware's Whitehaven Advertiser*' dated the 30th November 1813 we learn that on:-

"Tuesday last was launched from the building yard of Messr. Wm. Wallace & Co at Workington a beautiful new copper bottomed vessel, called *Mary Fell*: built for Capt Stanley Wilderbridge, and intended for the West India trade." (2)

Cumberland Pacquet, and Ware's Whitehaven Advertiser - < Page 2 c
Tuesday 30 November 1813

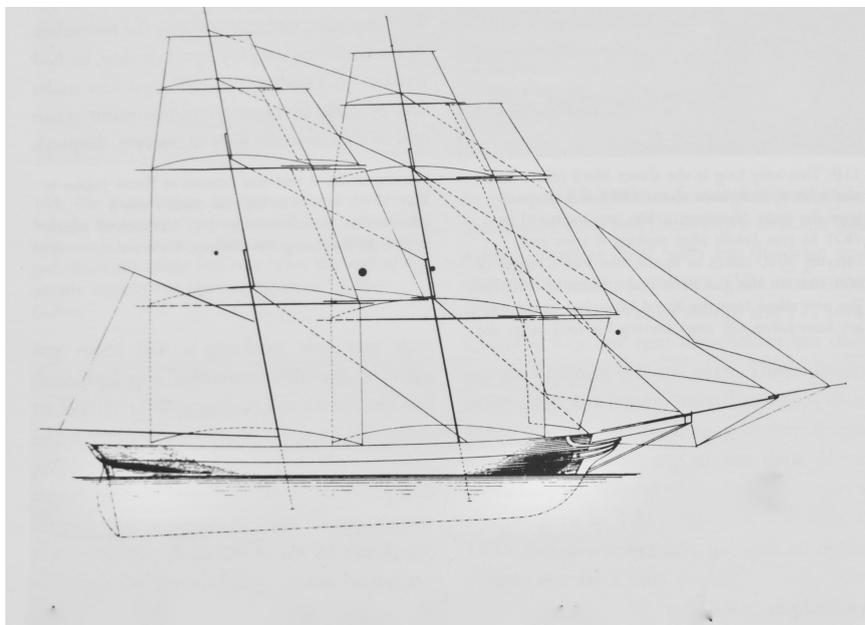
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.



William Wallace and Company leased their land to build ships from John Christian Curwen of Workington Hall (3). John Christian Curwen's original name was just John Christian, a relation of

Fletcher Christian of *Bounty* fame, but added Curwen when he inherited the hall from Eldred Curwen in 1790.

The vessel *Mary Fell* possibly took her name from *Mary Fell* who was married to Robert Fell, a prominent figure in Cumbria. The Fells feature frequently in the records of Workington ships either as shipowners or shipbuilders.



Sail Plan of a Brig

From Lloyd's Register of shipping 1813 we know that *Mary Fell* was built as a Brig, built partly out of fir, had a single deck with beams and was partly fastened and sheathed in copper(4). The port fees that were charged on a vessel would be calculated from *Mary Fell's* gross tonnage of 153 tons. This figure was calculated from what was known as the 'Old Measurement' of determining tonnage whereby only two measurements were used; the length and breadth of the ship, the depth being assumed as being half the breadth. This two dimensional method of determining gross tonnage gave rise to some dubious and unsafe ship building practices whereby the depth of the hold could be substantially increased without affecting the vessel's gross tonnage and it has been said that this practice produced some unsightly vessels that sailed badly and were very unmanageable, especially in bad weather and on a lee-shore. This is not to say that *Mary Fell* was an unsafe ship but this method of calculating tonnage must have had some bearing on the final shape of any merchant vessel built in that period. This 'Old Measurement' was in force until 1835 when it was replaced by the 'New Measurement'.

It is not until 1815 that we have any information of *Mary Fell's* voyages when it is recorded that she was surveyed in Workington and had sailed to Dublin, not a particularly arduous journey for a ship that was built for the 'West Indian' trade! (5)

In 1816 LR recorded that *Mary Fell* had been surveyed in London and had made a voyage to Newfoundland.(6) It is not known what cargoes *Mary Fell* may have carried, but ships that traded to Newfoundland would usually have delivered a cargo of supplies and then loaded a cargo of salt fish or seal skins for her return voyage. As *Mary Fell* was built for the West Indian trade then this cargo of salt fish may have been destined for an onward voyage to the British colonies in the West Indies.

In that same year of 1816 there is a notice in the 'Star' (London) May 17th of *Mary Fell* having arrived at Milford Haven from Smyrna, a port in Turkey which is now known as Izmir.

"MILFORD HAVEN, MAY 17

"Arrived yesterday at the Quarantine Station here, the *Mary Fell*, Richard Wright, master from Smyrna, bound to liverpool - sailed thence the 23rd of February last, and touched at Gibraltar, on the 6th instant." (7)

Smyrna was a large exporter of cotton and because *Mary Fell* was built for the West Indian trade then it is probable that her cargo would be wool and cotton. The cargo that *Mary Fell* was carrying at the time of her stranding confirms this theory.

5.1 The Gale of November 11th and 12th 1816 and its Consequences



The route of the *Mary Fell* before she became stranded.

Lloyd's List - Friday 15 November 1816

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The *Mary Fell*, Wallis, from Liverpool to Buenos Ayres; and the *Clyde*, Duncan, from Dublin to Bideford, were driven on shore near Cardigan.

Lloyd's List 15th. November 1816 (1)

During the gale that blew on November 11th-12th November 1816 *Mary Fell* was blown ashore on Llanina beach, about two miles East of Newquay. The sloop *Clyde* was also ashore at Aberporth, about seven miles South West of Newquay. In North Wales there were other casualties of the storm. The 'Morning Chronicle' reported that the *Harmony* was on shore at Beaumaris, the *Hope* was ashore at Llandrello (probably Llandrillo, close to Rhos on Sea) and finally a small sloop supposed to be the *Union* that was towed to shore near Amlwch having been upset : the whole of her crew were drowned: her cargo being whiskey.(2)

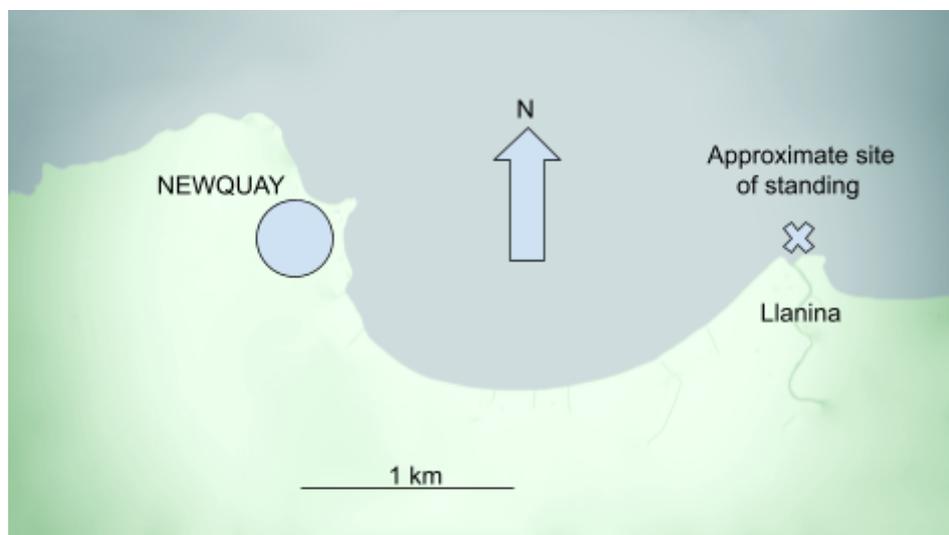
Considering the impact that this gale had on shipping, it is surprising that all these separate events only merited a few lines in the newspapers of the time. Maybe it is because in the early 19th century a shipwreck or stranding was such a common occurrence that these victims of the weather merited only a brief mention in the newspapers of the era.

Several papers reported that The *Mary Fell*, carrying 'bale goods' from Liverpool to Buenos Aires, had been driven ashore on Llanina beach on the night of Monday 11th-12th November 1816. Llanina beach is about two miles East of Newquay and the position of the stranding as recorded by Larne and Larne, is 52.13.30N 04.19W (3). The master's name is recorded in some publications as 'Wallis' though many report it as 'Wallace', the ship's builder. The shelving of Llanina beach had probably saved *Mary Fell* from becoming a total wreck, a fate that was supposed to have befallen the sloop *Clyde* at Aberporth, a town that is nine miles to the West of Newquay.

It should be remembered that at the beginning of the 19th century there was no telegraph system available to report any newsworthy events. News was carried by a messenger, probably on horseback, to the nearest newspaper office and then offered to the many newspapers of that time. These relationships could be formal partnerships and exchange networks where editors shared their papers and reprinted news. The articles that appeared would probably be from a single source, hence the repetition of spelling mistakes such as in the case of *Mary Fell* the use of Wallis or Wallace being used for the master's name. It is understandable that given this process of news reporting then there would be a delay of several days between events and the article being published. Given the laborious nature of news gathering, it is amazing that there were so many newspapers in existence at the time.

'The Morning Chronicle Saturday' on 16th November 1816 has perhaps the fullest account of the events of November:

"Cardigan, The brig *Mary Fell*, Wallis of Workington bale goods, from Liverpool to Buenos Ayres on shore this morning at eleven o'clock on Panina Beach two miles S.E. off New Quay-head. It blew a tremendous gale storm on this coast last night and this morning at N.W. Since writing the above I learn that the sloop *Clyde*, Duncan of Saltcoats, is on shore on Aberporth Beach, about seven miles E. of this port".



Map of where the *Mary Fell* became stranded

The next reference we have is from the 'Star' Monday 18th November:

"The brig *Mary Fell*, Wallace still remains on the beach, and nearly full of water: her cargo is much damaged, but we expect to save the greater part of it. The Master and crew are safe: but with great difficulty saved their lives" (5)

Over three weeks later the 'The Caledonian Mercury' of Thursday 12th December reported that:-

"*Mary Fell*, Wallace from Liverpool to Buenos Ayres, which was on shore near Cardiff, floated off on Monday and was carried into the New Quay river". (6)

Although the publication may have got the name of the master right, Cardiff is a long way from New Quay!

Mary Fell's cargo of 'bale goods' would have been a general cargo packed in bales of canvas or another material and secured with ropes. An advert in 'The Leeds Intelligencer' on Monday 9th December 1816 told us more about the nature of those 'bale goods' when "Thirty nine bales of woolens, three cases of cotton goods, and two cases of musical instruments, all damaged by sea water and received from the *Mary Fell*" were to be sold by auction.(7) Some of that saved cargo was then sold and was loaded onto the sloop *Elizabeth and Mary* to be conveyed back to Liverpool. Misfortune struck again and from the pages of 'The Caledonian Mercury' of 28th December it was reported that: "The sloop *Elizabeth and Mary* from Cardigan to Liverpool with a part of the cargo of the *Mary Fell* drove on some rock in Cardigan Bay, 18th instant, and was supposed would be totally lost".

The case of *Elizabeth and Mary* will be examined in part 3 of this report.

By the beginning of 1817 *Mary Fell* had been repaired and was afloat when the *Eclipse*, whilst on passage from Liverpool to Buenos Aires, put into Newquay Bay after losing her rudder on Tusker rock. The next day the *Eclipse* was driven across the *Mary Fell* and sank in about 2 fathoms at low water. *Mary Fell* was yet again driven ashore on a sandy beach on the same night but did not suffer any apparent damage. ('Caledonian Mercury' Monday 13th January 1817). (9)

The story of *Eclipse* will be examined in more detail in part 4 of this report.

In addition to the salvaged cargo that had been sold and then may have been lost with *Elizabeth and Mary*, there appeared another advert from Park and Strangeways Brokers, of some additional cargo from the *Mary Fell* to be auctioned.

"Eight bales, 19 boxes and a quantity of loose cotton linen and woollen goods, being part of the cargo of the *Mary Fell*, wrecked on the coast of Wales, on her voyage from Liverpool to Buenos Ayres." 'Leeds Mercury' dated 8th Feb. 1817 (10)

This information further confirms *Mary Fell's* involvement in the textile trade.

Despite having been stranded twice near Cardigan and having been involved, (although not directly), in the supposed loss of the *Elizabeth and Mary* and the *Eclipse*, *Mary Fell* was put back into service. LR 1818 records that *Mary Fell* had had some general repairs and had last been able to make a voyage to Brazils .(11)

For Account of the Underwriters.
To be SOLD by AUCTION,
 At Charles Tayleure and Co.'s Warehouse, Wolstenholme-Square, on Thursday, the 19th December, at Eleven o'Clock in the Forenoon;
THIRTY-NINE BALES OF WOOLLENS, THREE CASES OF COTTON GOODS, and TWO CASES OF MUSICAL INSTRUMENTS, all damaged by Salt Water, and received from the *Mary Fell* William Wallace, Master, stranded, in Cardigan Bay, on a Voyage from Liverpool to Buenos Ayres.
 For further Particulars apply to
CHARLES TAYLEURE and Co.
 Or, **PARK and STRANGWAYS, Brokers.**
 Liverpool, 12th December, 1816.

Mary Fell's owners are described in editions of LR as being 'Workington' in other words a group of people from that town who jointly owned *Mary Fell*. One might speculate that one of those owners was William Wallace, the builder and captain of *Mary Fell*, and that the cost of repairing the damage caused by the two strandings on the Cardigan coast might have had some impact on his finances. The 'Cumberland Pacquet and Ware's Whitehaven Advertiser' of Tuesday 17th. June 1817 announces that: on the 25th June there was to be an auction of:

"a good Brigantine or vessel called the *Mary Fell* with William Wallace master having been newly coppered and has had repairs.....and may proceed upon any voyage without expense."

The 'Hampshire Chronicle' of Monday 7th July 1817 lists under Bankrupts

"William Wallace Workington Cumberland ship carpenter" (12).

It is interesting to note that whatever William Wallace's financial problems may have been, he had recovered sufficiently in order to continue with ship building as the 'Cumberland Pacquet, and Ware's Whitehaven Advertiser' 15.2.1820 records that:

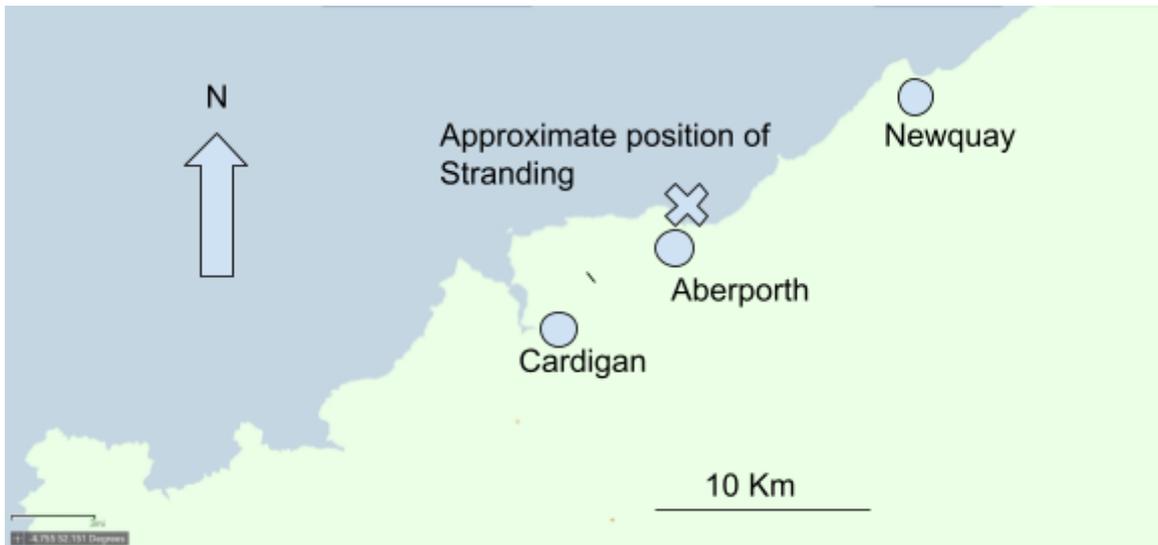
"A handsome, strong and faithful vessel completely copper fastened and coppered and ready for launching.

For particulars apply to William Wallace and Co" (13).

According to Lloyd's Register *Mary Fell* continued to trade and in 1819 and 1820 she was recorded to have made two voyages between Liverpool and Brazils and in 1820 a voyage to Limerick. After 1820 *Mary Fell* disappeared off LR, whether it was because she was sold abroad or wrecked is not recorded.

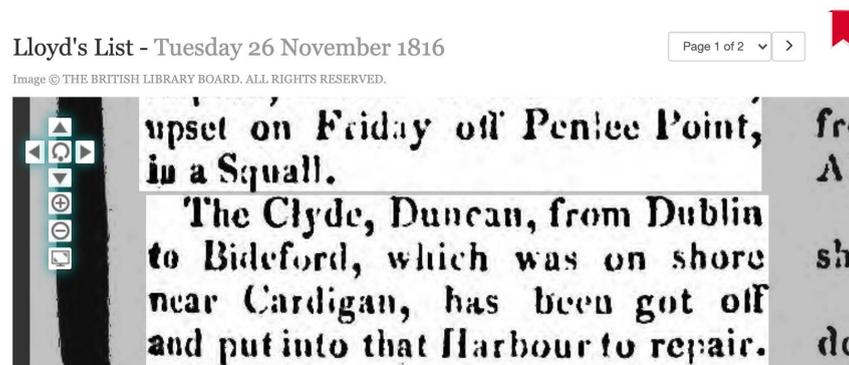
6.0 Part 2 *Clyde*

The other ship that was wrecked on the coast of Cardiganshire on the night of November 11th-12th 1816 was *Clyde*. Larne and Larne state that this ship, under the command of 'Duncan' went ashore at 52.08.15N 04.31W (Aberporth) and was on a voyage from Saltcoats (1). However, 'Lloyd's List' of Friday 15th November 1816 reports that the *Clyde* was on a passage from Dublin to Bideford when she went ashore at Aberporth.(2).



Map of the West Wales coast where *Clyde* went ashore

There is some doubt about the exact details of *Clyde's* voyage. Did she sail from Saltcoats or Dublin and what was her cargo? A search in Lloyd's Register of 1816 lists several sloops with the name of *Clyde*, none of them have the master as being someone with the name of 'Duncan'. The only sloop with the name of *Clyde* that appeared in Lloyd's Register of 1816 and does not appear in Lloyd's Register of 1818 (the 1817 edition of LR is not available online) is the *Clyde* of Whitehaven built by 'Bray and Co' with W. Wilson as her captain. From here on searches on web-sites have produced no further information on 'Bray and Co' or the captains W. Wilson and Duncan. All of this assumes that the *Clyde* that we are interested in was in fact registered in LR and was not repaired, the following article in Lloyd's List on Tuesday 26th November however states that "The *Clyde*, Duncan, to Bideford, which was on shore near Cardigan has been got off and put into that Harbour for repair."(3)



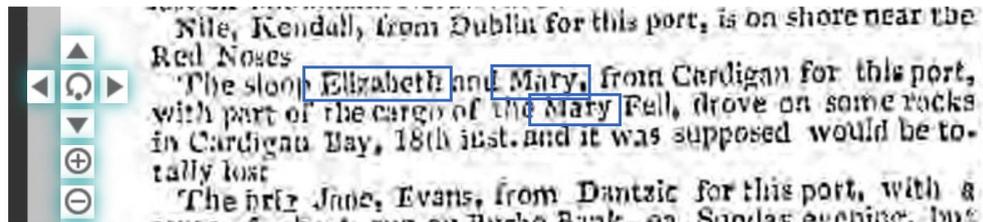
From this report it would seem that *Clyde* had been refloated, repaired and probably put back into service. Without any further information it is difficult to trace any further the subsequent life and fate of *Clyde*

7.0 PART 3 *Elizabeth and Mary*

We heard in part 1 *Mary Fell* that *Elizabeth and Mary*, whilst en route to Liverpool with part of the cargo of *Mary Fell*, had struck a rock in Cardigan Bay "and it was supposed would be totally lost" 'Liverpool Mercury' 27.12.1816 (1)

Liverpool Mercury - Friday 27 December 1816

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Entries for vessels with the name of *Elizabeth and Mary* in Lloyds Register of Shipping 1816 and 1818 (Ship Owners)

1816 (2)

8	—& Mary Sp	R. Carter	^{S D} 63	Stcktn		C. Wood	9	Lh Baltic	E 1	1814
9	— Sr	J D Hagos	^{S D} 280	Bltimr.	1812	Capt.	12	Lo Amstr	A 2	1814
500	— s.C. Sp	Wilson	^{S D} 56	Dover		Capt.	8	Lo Calais	E 1	9
			^{S D}	len& trp	15					10

1818 (3)

490	—& Mary Sr	J Congdon	^{S D} 101	Plymh	1816	W. Fry	11	PI Lghrn	A 2	1816
1	— Sp	R. Carter	^{S D} 63	Stcktn		C. Wood	9	Lh Baltic	E 1	10
2	— Sp	Ford	^{S D} 89	Dunbr	1816	Clark	9	Lo Ptsbg	A 1	1816
3	— Sw	Matheson	^{S D} 247	Nestle	1816	R. Corbett	15	Lo Stetin	A 1	5
4	— Bg	Willmott	^{S D} 157	Bahia		Capt.	12	Lo Cadiz	E 1	7
5	— Sr	J. D Hagos	^{S D} 280	Bltimr	1812	Capt.	12	Lo Amstr	A 2	1815
6	— Sp	Wilson	^{S D} 56	Dover		Capt.	8	Lo Calais	E 1	1815
7	—& Sarah Sk	Summers	^{S D} 70	Clehst	1815	B. Stacy	9	PI Coastr	A 1	1815

'Coflein' states that the *Elizabeth and Mary* in question was the one under the command of R. Carter built in Stockton and owned by C. Wood.(4) When LR for 1818 (U) is examined *Elizabeth and Mary*, under the command of R. Carter, was not lost as it appears in LR for that year. It is possible that this *Elizabeth and Mary* was repaired and put back into service and this report in the 'Caledonian Mercury' under the banner "Sound Intelligence" further confirms that this *Elizabeth and Mary* was not lost in Cardigan Bay.(5)

Caledonian Mercury - Thursday 31 July 1817



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Having shown that it was not this particular *Elizabeth and Mary* that was lost, then there are two possible scenarios.

The *Elizabeth and Mary* that hit rocks in Cardigan Bay was not registered at Lloyds.

The *Elizabeth and Mary* in question was either the one owned and under the command of Wilson, or the one under the command of Ford (the completion date of this vessel being too late for the vessel to be included in LR of 1816).

If it was either of these two vessels that hit these rocks then they were repaired and not lost. It is my experience when researching shipping losses that the words similar to "it is thought that the ship will be totally lost" in a newspaper report have turned to "the vessel was successfully refloated" in the same newspaper a few days later.

8.0 Part 4 *Eclipse*

Eclipse enters the narrative when she was swept across the cables of *Mary Fell* resulting in both ships being blown onto the beach at Newquay. In the case of *Mary Fell* she was successfully refloated and quickly put back into service, however it seems that at the time the fate of *Eclipse* was more in doubt. This section will trace *Eclipse's* history and examine the background behind her being blown ashore at Newquay in more detail.

History of *Eclipse*

Eclipse first comes to our attention on 26th July 1814 when she is reported as being in Cork having been cleared for a voyage to Africa under the command of Kendall.

Eclipse's first appearance in LR was in 1815 when she is recorded as having been built in America in 1812, a brig of 190 gross tons, sheathed and partly fastened with copper.(2) *Eclipse* was owned by Mercer and Co and was employed in trading from Liverpool to Africa. On the 7th December 1815 the 'Lancaster Gazette' reports that under the command of Wilson she was about to embark on a voyage from Liverpool to Africa.(3)

The nature of the trade that *Eclipse* was involved in is highlighted in the following advert in the 'Public Ledger and Daily Advertiser' 14th August 1816.(4) This I presume is from the return journey.

Public Ledger and Daily Advertiser - Wednesday 14 August 1816

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SALE BY AUCTION.

At W. WIATT and Co's OFFICE, RUMFORD-STREET, LIVERPOOL, on FRIDAY, the 16th Inst. at Twelve,

THE FOLLOWING GOODS, VIZ.

1187 Elephants Teeth	18 Casks, 4 Boxes and 51 Bags
37 Tons Camwood	Pod Pepper
8 Tons Barwood	2 Casks Bees Wax
266 Pieces Black Ebony	5270 Lbs. Gum Copal

Being the entire Cargo of the Brig *Eclipse* Thomas Wilson Master, from Africa.

For viewing the same apply to MERCER and ANTROBUS, Merchants; or, W. WIATT and Co. Brokers.

Samples of the Pepper and Gum Copal may be also seen at the Office of Messrs. GEO. FARRAR and Co. Brokers, Mincing-lane, London.

I cannot let the above advertisement go without a comment on the nature of the cargo brought back from Africa, in particular the 1187 Elephants' teeth. These teeth I assume are the tusks, a valuable commodity and this cargo from just one ship highlights the mass slaughter of these magnificent animals in the early 19th century.

Voyage of Eclipse January 1817

Things didn't go well for *Eclipse* from the start. Now under the command of Qualtrough *Eclipse* had set off on a voyage to Rio de Janeiro on Thursday 26th December when she was in a collision with *Columbus* and had to return to Liverpool.(5)

Having completed her repairs and her voyage having recommenced it is reported in the 'Public Ledger and Daily Advertiser' by a Loyd's agent in Cardigan that on 6th January 1817 *Eclipse*

"having come to anchor three leagues to the Westward of the bay, in distress having lost her rudder on a sandbank to the Northward of Tusker rock. A boat from this shore boarded her and left one hand on board. She was not seen this day: I suppose she must have cut off or parted her cables and went off to the Northward as it blew a tremendous gale this morning at SW".(6)

'Lloyd's List' of January picks up the story when it reports that on the 6th January having put into Newquay *Eclipse* grounded and sank in two fathoms at low water having driven across the cables of *Mary Fell*. The *Mary Fell* was driven onshore on a sandy beach the same night but did not receive any apparent damage. (7)



Route of *Eclipse* on her voyage before coming ashore at Newquay

The 'Chester Chronicle' of the 31st January 1817 reported that

"We are very sorry to announce on the 6th inst. of the *Eclipse* with a valuable cargo for Rio de Janeiro a few miles from Aberystwyth in the Bay. The crew 16 in number were fortunately saved after being in the shrouds upwards of three hours and half in one of the most tempestuous nights ever recollected." (8)

W Troughton in his book 'Ceredigion Shipwrecks', quotes from 'The Cambrian' 1st February 1817 describing the scenes of what happened after some of the cargo from *Eclipse* began to come ashore.

"We are sorry to record the destruction of another vessel on the coast of Cardigan viz the *Eclipse*, of Liverpool bound for Buenos Aires with a valuable general cargo which was stranded a few evenings since in New Quay Bay and became a total wreck;.....Colonel Jones of Llanina with the most laudable promptitude swore in a number of special constables to protect such part of the cargo as came on shore but all their exertions could not prevent the partial plunder of the country people, according to their usual inhumane custom. The cargo was insured for £52,000. Colonel Jones activity on this occasion is conjectured to have exposed him to the diabolical revenge of some of the disappointed wreckers; his house having been forcibly entered by four fellows habited like seamen, on the night of the 20th ult. The barking of a dog alarmed the butler, who armed with a brace of pistols, encountered the robbers in a passage leading from the back kitchen and discharged one of his pistols at them, but it is supposed without effect; the other unluckily missed fire and the villains made a precipitate retreat. Colonel Jones speedily came armed with a loaded gun to the assistance of his courageous and faithful butler, but the nocturnal depredators had completely disappeared".(9)

What cargo was saved was put up for auction and 'The Leeds Mercury' 8th February carried the following advert. (10)

Leeds Mercury - Saturday 08 February 1817

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TO BE SOLD BY AUCTION,
 For Account of the Underwriters,
 On Tuesday, the 4th of February, 1817, at Eleven o'Clock, at Messrs. O. Heyworth and Co.'s Warehouse, Gorce,

A QUANTITY of COTTON GOODS, in Cases and Loose; a Quantity of WOOLLEN GOODS, in Bales and Loose; 100 or 200 Firkins of BUTTER, a Quantity of ARMS and Sundry other Articles, all damaged by Salt Water, and saved from the Wreck of the *Eclipse*, John Qualthrough, Master, stranded in Cardigan Bay, on a Voyage from Liverpool to Rio de Janeiro.

For Particulars apply to Messrs. O. Heyworth and Co. or
PARK and STRANGETHAYES, } Brokers.
WM. NEVEILL and SON, }

There are no newspaper reports as to what happened next to *Eclipse*, the stories that were published at the time would have you believe that *Eclipse* had become a total wreck whose remains lay in two fathoms of water off the coast of Newquay. It would seem that human ingenuity meant that *Eclipse* had been salvaged and an examination of LR 1818 (Shipowners) has "rsd" under her entry indicating that she had been raised and was recorded to be back trading between Liverpool and Africa with Qualthrough as master. The entries for *Eclipse* continued in LR (Shipowners) until

182? after which she disappears off the Register, her fate is unknown. The fact that *Eclipse* does not appear in the Underwriters edition of LR for the years after her accident may suggest underwriters would have been reluctant to insure *Eclipse*, hence her omission from that publication.

Conclusions and Analysis

The main conclusions to be drawn from this investigation is that sadly the remains of *Mary Fell*, *Clyde*, *Eclipse* and probably *Elizabeth and Mary* are not to be found along the coast in Cardigan Bay. If nothing else has been achieved then at least this desktop exercise has spared someone the time and effort trying to locate these "shipwrecks" and now the historical record can be corrected.

As it cannot be verified which particular *Elizabeth and Mary* struck a rock in Cardigan Bay or where that particular rock is and it is not known whether *Elizabeth and Mary* may have been refloated then there is no point in trying to locate any remains of this particular vessel.

I mentioned earlier in this report that a history of Shipbuilding and shipbuilders in the port of Workington would be an interesting project for someone. A glance through the pages of LR of this period shows what a huge contribution this part of Cumbria made to Britain's merchant fleet.

Apart from providing me with an insight into merchant shipping at the beginning of the nineteenth century the other valuable lesson I have learnt from researching the history of these four ships is the importance of examining primary sources, in this case editions of LR.

Larn and Larn, Troughton, and 'Coflein' all contain misleading (though not inaccurate) information eg. when reporting a shipwreck they have relied on reports in newspapers about a supposed loss of a vessel but have not examined whether that vessel was eventually saved.

As stated at the beginning of the report this was an online exercise and so I was unable to access records that have yet to be digitised. One such source is the first six months of 1817 of 'The Cambrian' that are missing from both the BNA and WNO. 'The Cambrian' I found was a very good source for information regarding various shipping mishaps on the coast of Wales and I have had to use material from 'Ceredigion Shipwrecks' as a source for this particular period rather than being able to explore the original archive. When circumstances will allow a visit to check the accuracy of the information would be beneficial.

As stated earlier 'Ceredigion Shipwrecks' by W Troughton has been a valuable resource, here the author has been able to obtain information that is not yet available online. Unfortunately the publication lacks a comprehensive reference section which has meant that I have had to quote directly from this book and not from a primary source.

Finally my research has been complicated that by the fact that between 1800 and 1833, as a result of a dispute within the shipping community, two separate Lloyd's Register books were published, one by the society consisting of shipowners (known as the 'Red Book') and the other by the Underwriters (known as the 'Green Book'). Their coverage is similar but not identical eg. the intended voyage of *Mary Fell* for 1820, as published in the 'Red Book', is to the Brazils whereas the intended voyage as stated in the 'Green Book' is to Limerick. This is also apparent with *Eclipse* for the years after her stranding at Newquay when she is listed in the Shipowners (Red) book but not the Underwriters (green) book. In this research I have consulted both volumes and have used (S) or (U) after the LR year to denote which book I am referring to. This all gets further complicated as in 1815 the two volumes were combined but this only lasted a year!

Appendices:

Appendix A

Specifications for *Mary Fell*

Vessel	Name/s	<i>Mary Fell</i>		
	Type	Brig		
Built	Date	1813		
	Builder	William Wallace		
		Workington		
Construction	Materials	Wood part built with Fir. Part copper fastened.		
	Decks	Single deck with beams		
	Bulkheads	Not known		
Propulsion	Type	Sail		
	Details	Brig.		
Dimensions	Depth of Hold	11ft	ins	m
Tonnage	Gross	153		
Owner	First	Workington		
		Workington		
	Second	Parkin		
		Workington		
	Third	Peile & Co		
		Workington		
Registry	Port	Workington		
History	Routes	From		
Voyage leading to Stranding	From	Liverpool		
	To	Brazils		
	Captain	Wallace		
	Crew	Not known		
	Passengers	Not known		
	Cargo	'Bale goods'		
Stranding	Date	11th./12. November 1816		
	Location	Llanina beach two miles East of Newquay Cardiganshire		
	Cause	North Westerly gale		
	Loss of life	None		
	Outcome	Vessel refloated and subsequently put back into service		

Appendix B – The Timeline for the *Mary Fell* launched in 1813

Date	Master	Home Port	Owners	Surveying Port	Voyages	Class
1815	Wallace	Workington	Workington	Workington	Dublin	A1
1816	Wallace	Workington	Workington	London	Newfoundland Symara	A1
1818	W. Parkin	Workington	Captain & Co	Liverpool	Brazils	A1
1819	W.Parkin	Workington	Peile & Co	Liverpool	Brazils	A1

Appendix C – Table of Lloyd’s Register of entries for the *Mary Fell*

Lloyd’s Register 1815

<https://archive.org/details/lloydsregisters47unkngoog/page/n422/mode/2up>

Lloyd’s register 1816 Underwriters

<https://babel.hathitrust.org/cgi/pt?id=hvd.32044105233605&view=1up&seq=416>

Lloyd’s register 1818 Underwriters

<https://babel.hathitrust.org/cgi/pt?id=hvd.32044105233613&view=1up&seq=397>

Lloyd’s Register 1819 Underwriters

https://books.google.ie/books?id=BzEibqVaw0kC&lr&as_brr=1&pg=PP1#v=onepage&q&f=false

Lloyd’s Register 1820 Underwriters

<https://books.google.co.uk/books?id=yDMSAAAAYAAJ&printsec=frontcover&dq=editions:0Ftz6zT302-gFzEJxA5c6C&lr=&hl=en#v=onepage&q&f=false>

Appendix D

Specifications For *Eclipse*

Vessel	Name/s	<i>Eclipse</i>		
	Type	Brig.		
Built	Date	1813		
	Builder	?		
		America		
Construction	Materials	Wood, part sheathed with copper		
	Decks	single deck		
	Bulkheads	not known		
Propulsion	Type	Sail,		
	Details	Brig		
Dimensions	Length	ft	ins	m
	Draught	ft	ins	m
Tonnage	Gross	190		
Owner	First	Mercer and Co.		
		Address / Location		
	Last	Brown		
	Others			
Registry	Surveying Port	Liverpool		
History	Routes	From Liverpool		
		To Africa		
	Cargo	General cargo, see advert in Part 4 Eclipse		
Final Voyage	From	Liverpool date		
	To	Buenos Ayres		
	Captain	Qualtrough sometimes spelt Qualtrouh		
	Crew	16		
	Cargo	wool, cotton and small arms		
Wrecking	Date	6.1.1817		
	Location	Newquay		
	Cause	Lost rudder on Tusker rock and put into Newquay where she was blown ashore		
	Loss of life	None		
	Outcome	Refloated		

Appendix E - Timeline for *Eclipse*

Date	Master	Owners	Surveying Port	Voyages	Classification
1815	A.Kendall T.Wilson	Mercer and Co.	Liverpool	Africa	A1
1816	T.Wilson Qualtrough	Mercer and Co	Liverpool	Africa	A1
1817	Qualtrough	Mercer and Co		Ashore at Newquay Ceredigion	
1818	Qualtrough	Brown	Liverpool	Africa	A1
1819	Qualtrough	Brown	Liverpool	Africa	A1
1820	Qualtrough	Brown	Liverpool	Africa	A1
1821	Qualtrough	Brown	Liverpool	Africa	A1
1822	Qualtrough	Brown	Liverpool	Africa	A1
1823	Qualtrough	Brown	Liverpool	Africa	E1

Appendix F

Lloyd's Register entries for *Eclipse*, Shipowners (S) Underwriters (U)

LR 1815 Combined S and U

<https://archive.org/details/lloydsregisters47unkngoog/page/n170/mode/2up>

LR 1816 S

<https://archive.org/details/HECROSS1816/page/n193/mode/2up>

LR1816 U

<https://archive.org/details/HECROSSU1816/page/n159/mode/2up>

LR1818 S

<https://archive.org/details/HECROSS1818/page/n185/mode/2u>

LR1819 S

<https://archive.org/details/HECROSS1819/page/n171/mode/2up>

LR1820 S

<https://archive.org/details/HECROSS1820/page/n167/mode/2up>

LR1821 S

<https://archive.org/details/HECROSS1821/page/n173/mode/2up>

LR 1822 S

<https://archive.org/details/HECROSS1822/page/n177/mode/2up>

LR 1823 S

<https://archive.org/details/HECROSS1823/page/n165/mode/2u>

References

Part 1 *MARY FELL*

1. Sale of *King George*

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000950/18120505/007/0002?browse=False>

2. Launch of *Mary Fell*

Cumberland Pacquet and Ware's Whitehaven Advertiser 30.11.1813

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000950/18131130/022/0002>

3. Cumbrian Archive Service Catalogue re John Christian Curwen

<http://www.archiveweb.cumbria.gov.uk/CalmView/Record.aspx?src=CalmView.Catalog&id=YDX+172%2f2>

4. Lloyds Register 1813 See table below for all Lloyd's Register entries for *Mary Fell*.

5. Lloyd's Register 1814 As above.

6. Lloyd's Register 1816 As above.

7. Quarantine station Milford Haven May 1816

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0002646/18160520/018/0003>

The Gale of November 11/12th. 1816 and its consequences.

- (1) Lloyd's List 15.11.1816

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000861/18161115/001/0001?browse=False>

- (2) Morning Chronicle 16.11.1816

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000082/18161116/007/0003?browse=False>

- (3) Larne and Larne Shipwreck Index of the British Isles West Coast and Wales

- (4) Morning Chronicle

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000082/18161116/007/0003?browse=False>

- (5) Star 18.11.1816

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0002646/18161118/023/0003>

- (6) Caledonian Mercury 12.12.1816

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000045/18161212/003/0002>

- (7) Leeds Intelligencer 9.12.1816

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000268/18161209/044/0004>

(8) Caledonian Mercury 28.13.16

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000045/18161228/003/0002>

(9) Driven ashore again Caledonian Mercury 13.1.17

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000045/18170113/002/0002>

(10) Sale of salvaged goods Leeds Mercury 8.2.17

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000076/18170208/001/0001?browse=False>

(11) LR 1818 voyage to Brazils

(12) William Wallace bankrupt Hampshire Chronicle 7.7.1817

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000230/18170707/016/0004>

(13) Launch of new ship by William Wallace Cumberland Pacquet and Ware's Whitehaven Advertiser 2.5.1826

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000950/18200215/009/0001?browse=False>

Part 2 Clyde

(1) Voyage from Saltcoats

Larne and Larne Shipwrecks of the British Isles West Coast and Wales

(2) Lloyd's List 15.11.1816

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000861/18161115/001/0001?browse=False>

(3) Taken to Cardigan and repaired

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000861/18161126/001/0001?browse=False>

Part 3 Elizabeth and Mary

(1) *Elizabeth and Mary* struck rocks.

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000081/18161227/016/0008>

(2) LR 1816 S

<https://archive.org/details/HECROSS1816/page/n209/mode/2up>

(3) LR 1818 (S)

<https://archive.org/details/HECROSS1818/page/n201/mode/2up>

(4) Coflein

<https://cofein.gov.uk/en/site/272445?term=elizabeth%20and%20mary%201816>

(5) Voyage to Riga

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000045/18170731/015/0004?browse=False>

Part 4 Eclipse

(1) Cleared for Africa from Cork

www.britishnewspaperarchive.co.uk/viewer/BL/0000076/18170208/001/0001?browse=False

(2) Loyd's Register 1815

<https://archive.org/details/lloydsregisters47unkngoog/page/n170/mode/2up>

(3) Voyage to Africa from Liverpool

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000488/18151209/010/0003?browse=False>

(4) Sale of cargo from Africa

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001255/18160814/019/0004>

(5) Collision with Columbus

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000081/18161227/016/0007?browse=False>

(6) Reported off Cardigan

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0001255/18170108/032/0003?browse=False>

7) Ashore at Newquay

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000861/18170110/013/0001?browse=False>

(8) Rescued from ship

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000342/18170131/008/0003?browse=False>

(9) W Troughton Ceredigion Shipwrecks

(10) Salvaged goods for sale

<https://www.britishnewspaperarchive.co.uk/viewer/BL/0000076/18170208/001/0001?browse=False>

LR 1818 (S)

<https://archive.org/details/HECROSS1818/page/n185/mode/2up>

