

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

**On-line research into the wreck of the:  
*Brig Saint George***



Report compiled by:

**Malcolm Whitewright**

Report Title:

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(North Cardigan Bay)  
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*Brig Saint George.***

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### 1.0 Abstract

This project is to discover information relating to the reported wreck of the Brig *Saint George* (MADU Ref. 239 Fig. 1) for which there is a newspaper archived report of it (referred to as the Brig St. George) having gone aground on 14 October 1881 at Abererch, Caernarfonshire, Wales. No home port was given.

The objective is to establish the facts relating to the wreck report and discover the circumstances leading up to the grounding and the outcome, together with any other relevant information.

The research is limited to information available on-line as access to libraries and record offices was not possible at this time due to the lockdown for the CORVID-19 pandemic.

### Figure 1, Extract from MADU data base

Ships aground at Abererch 14<sup>th</sup> October 1881.

235	14/10/1881	Amluch Packet		Abererch
236	14/10/1881	Dreadnought		Abererch
237	14/10/1881	Harkaway		Abererch
238	14/10/1881 *	Jane Ellen		Abererch
239	14/10/1881	St George		Abererch

Schooner	tc, ch		1832		235
Schooner	tc, iwj			home port: Barmouth	236
Schooner	tc, ch, iwj			home port: Chester	237
Schooner	tc, iwj	78	1863	* iwj: 04-10-1881/ home port: Porthmadog	238
Brig	tc, ch, iwj				239

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## 2.4 Contributors

Thanks to:-

Mr Ian Cundy

Dr J Whitewright

## 2.5 Abbreviations

A list of abbreviations some may have been used in this report,

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

### 3.0 Introduction

The *Brig Saint George* was selected for research because it was one of a group of five vessels driven aground on Abererch beach on 14<sup>th</sup> October 1881. Although listed in the data base as wrecked (MADU Data Base Ref.237) it was damaged but later repaired and re-floated. It was in service until 1884 therefore having a remarkably long life (for the period) of 70 years although having been substantially rebuilt in 1862.

#### Figure 1, Extract from MADU data-base

Ships aground at Abererch 14<sup>th</sup> October 1881.

235	14/10/1881	<del>Abererch</del> Packet		Abererch
236	14/10/1881	Dreadnought		Abererch
237	14/10/1881	<del>Harkaway</del>		Abererch
238	14/10/1881 *	Jane Ellen		Abererch
239	14/10/1881	St George		Abererch

Schooner	tc, ch		1832		235
Schooner	tc, iwj			home port: Barmouth	236
Schooner	tc, ch, iwj			home port: Chester	237
Schooner	tc, iwj	78	1863	* iwj: 04-10-1881/ home port: Porthmadog	238
Brig	tc, ch, iwj				239

The following topics form the basis of the research enquiries

- What were the vessel’s specifications?
- What historical information is available relating to the vessel?
- What was the story leading up to wrecking?
- What caused the wrecking?
- What has happened since the wrecking?
- Has anyone previously investigated or researched the vessel back story?
- Has anyone dived, recorded, surveyed or worked on the site?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

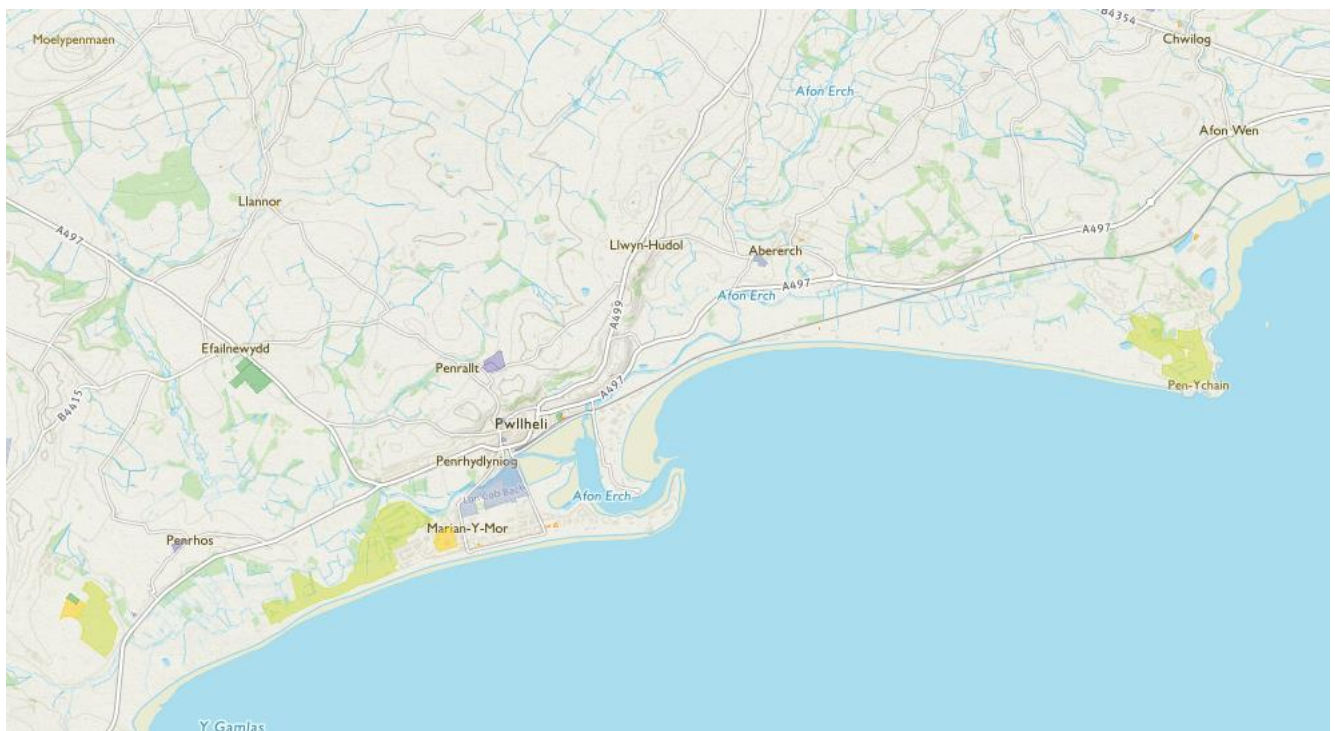
## 4.0 Background

No previous knowledge of this vessel was available other than a mention in the contemporary newspaper report (see Appendix E) and in the 'Wreck and Rescue on the Coast of Wales' (Fig. 7) of the beaching at Abererch during the storm of 14<sup>th</sup> Oct 1881. The MADU data base only named the vessel (as 'St. George') and stated that it was a Brig. This and the contemporary newspaper report list it as 'St. George' whereas the Lloyds and Mercantile Navy list do not mention this name but there are several vessels named 'Saint George'. I therefore conclude that this is the correct form of the name. Further study leads me to conclude that this particular vessel was built at Harrington, Cumberland as early as 1814 and then rebuilt at Maryport in 1862/3. The vessel was removed from the Mercantile Navy List by 1885 with the last listing being in 1883.

St Tudwal's Roads had for many years been relied upon for shelter for sailing vessels during westerly gales and on previous occasions ships anchors had failed to hold and the vessels driven onto Abererch beach. This storm was exceptionally severe and at least five ships suffered this fate. With the exception of the *SV Dreadnought* all survived, were re-floated and continued their voyage.

The site of the beaching is given as Abererch referring to the sands about 1 mile East of Pwllheli at the North of Cardigan Bay.

**Figure 2, Location of Abererch sands.**



Site map showing location of Abererch sands to East of Pwllheli.

## 5.0 Research Methodology

The following were used in this research: -

Acer Laptop with fast fibre wireless internet connection, I-phone.  
Search engines used were  
Google Chrome  
AVG Secure Browser  
Microsoft Office  
Windows 10  
Snip & Sketch

**Methodology:** first step to check out Coflein, but nothing there relating to this 'wreck' at Abererch, or ultimate 'Loss'.

Then Lloyds Register. Mercantile Navy Lists. Newspaper records. Crewlist.

### List of sources,

Coflein: <https://www.coflein.gov.uk/en/site/search> No record of the beaching (Abererch) nor of any subsequent loss or wrecking of the *SV John Ellis*.

Lloyds Register of shipping: <https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online> - Lloyds Register, starting point. Records missing for some of the crucial years.

Library of Wales: <https://newspapers.library.wales/view/3310679/3310687/68/> - excellent for local news reports on the storm and beaching but could find nothing else relating to this ship.

[The Cambrian News and Merionethshire Standard Archive](#) - good source.

<http://www.maritimearchives.co.uk/> - good to identify ships and for crew lists but no detail available for this ship.

Crew lists and other documents: <http://www.crewlist.org.uk/about/findingoncrewlists> - good for dates but no crew information available

<http://shipbuildinghistory.com/shipyards/emergencylarge/foundation.htm>

[https://content.libraries.wsu.edu/digital/collection/cchm\\_photo/id/6983/](https://content.libraries.wsu.edu/digital/collection/cchm_photo/id/6983/)

<https://www.wrecksite.eu/wreck.aspx?33705>

<https://www.crewlist.org.uk/data/vesselsalpha?>

<https://web.archive.org/web/20070425234855/http://freespace.virgin.net:80/r.cadwalader/maritime/lifeboat/wreck.htm>

<https://southampton.spydus.co.uk/cgi-bin/spydus.exe/FULL/WPAC/BIBENQ/>

<http://coraweb.com.au/Contents/Item/Display/2710>



## 6.0 Results

- The *SV Saint George* was built at Harrington, Cumberland, probably by the Askew, Ellwood and Co. yard. Described as a Coastal trading, Brig rigged sailing vessel, of 263 Tons Gross 209Tons net.  
107ft 4ins long, 24ft 5ins beam, 15ft 1ins depth. Built to carry coal, iron, timber and general cargo in full ocean going trade. The length quoted is after the rebuild during which the length was increased. The vessel was Iron Bolted. It had a single deck with beams. Fully laden the draught was 12ft. The anchor cables consisted of one of Chain and two of Hemp.
- The vessel was commissioned to be built by J Inman. J Inman was also Master until 1819. He remained owner until 1862 when it was sold to Robert Ritson of Maryport. It was then re-built.
- The vessel was registered in the Liverpool records being given the official number 1013 on 26 March 1850, 209 Tons, Port of Registry Maryport (Fig. 3), which was also the home port. The vessel is consistently listed in Lloyds from 1815 at 210Tons. These records do not show any vessels official number. This is first quoted by Lloyds in 1874.
- Operated latterly by the Robert Ritson Company of Maryport and carrying coal, timber and iron, to North America and Quebec, Canada.

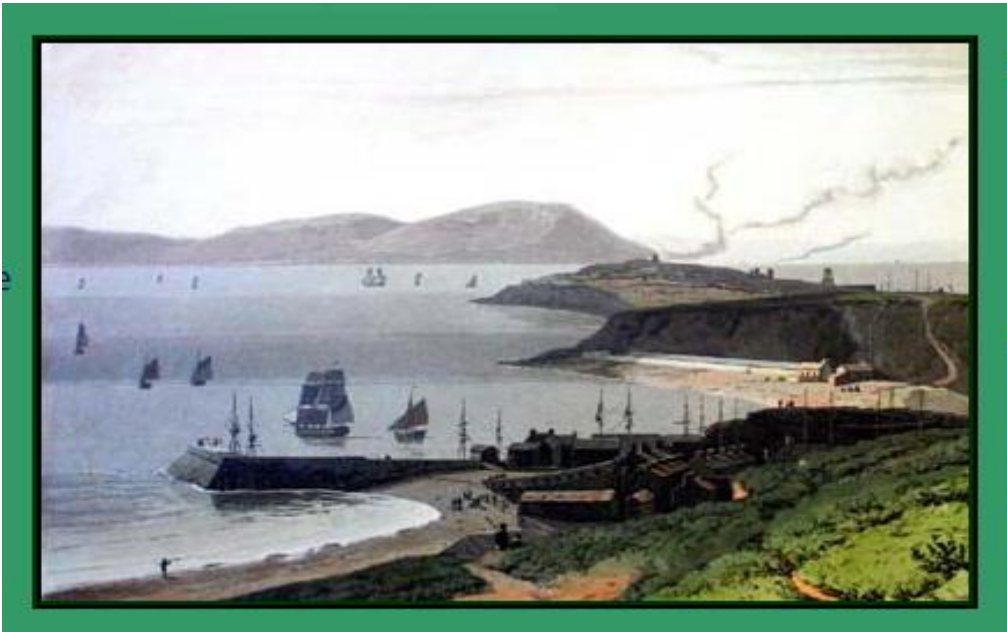
**Figure 3, Extract from the Appropriation record.**

Appropriation Books, Official Numbers 1001 - 1050 (1013) Image source [clip](#) CLIP in

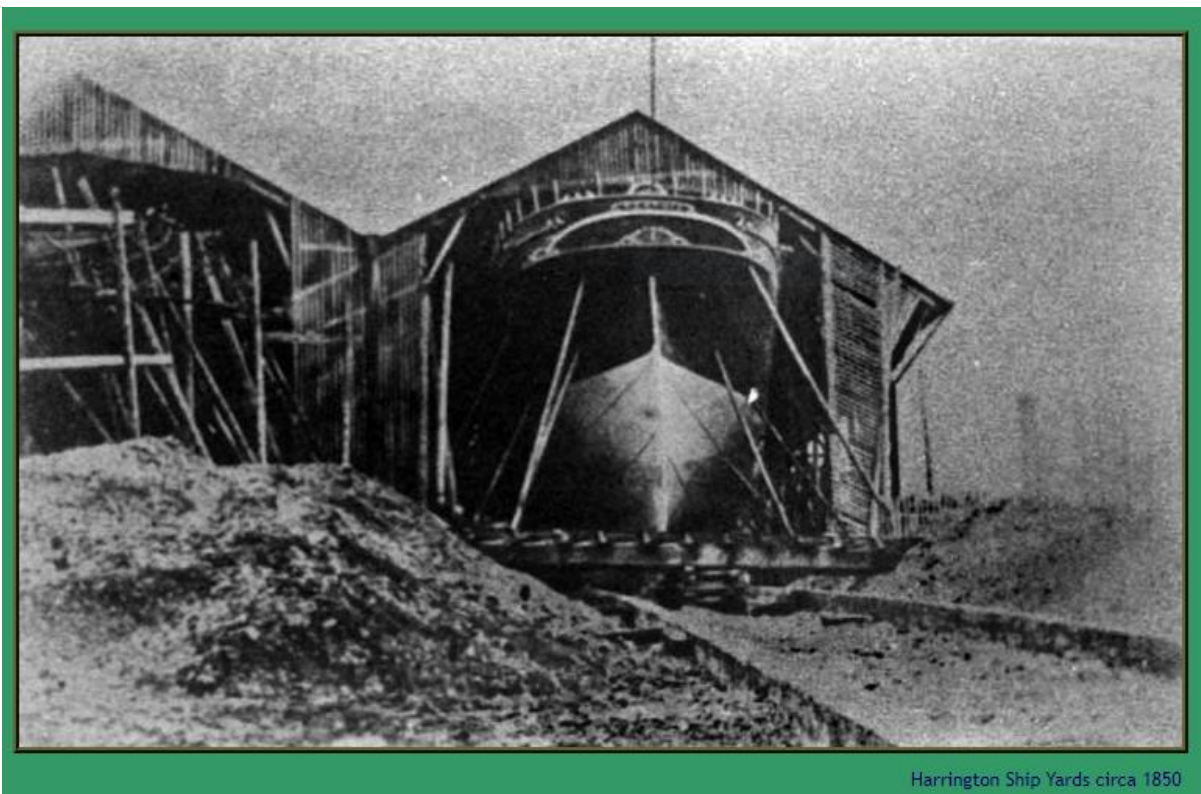
Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
	<i>Liverpool 1001 @ 2000</i>						
1012	<i>Mary</i>	<i>151</i>	<i>,</i>	<i>Dublin</i>	<i>28 Dec 1848</i>	<i>,</i>	<i>,</i>
1013	<i>Saint George</i>	<i>209</i>	<i>,</i>	<i>Maryport</i>	<i>26 Mar 1850</i>	<i>,</i>	<i>,</i>
1014	<i>Eliza</i>	<i>42</i>	<i>,</i>	<i>Newman</i>	<i>29 Aug 1844</i>	<i>,</i>	<i>,</i>

- The *SV Saint George* was built at Harrington and registered at Maryport. Note the name nomenclature is 'Saint' George not 'St.' George as used in the MADU data base.
- The *SV Saint George* was rebuilt during 1862 almost certainly at the yard of Robert Ritson of Maryport who had recently purchased the vessel.
- The firm for which Harrington is most associated is Williamson & Co. An earlier shipbuilder there was Askew Ellerwood & Co who I believe built the *SV Saint George* in 1814.

**Picture 1, Harrington Harbour circa 1840**



**Picture 2, Harrington – Typical Ship building facility 1840**



Harrington Ship Yards circa 1850

## Figure 4, Maryport.

The Cumbrian town is the birthplace and early home of Thomas Henry Ismay who went on to found the Oceanic Steam Navigation Company, more commonly known as the White Star Line.

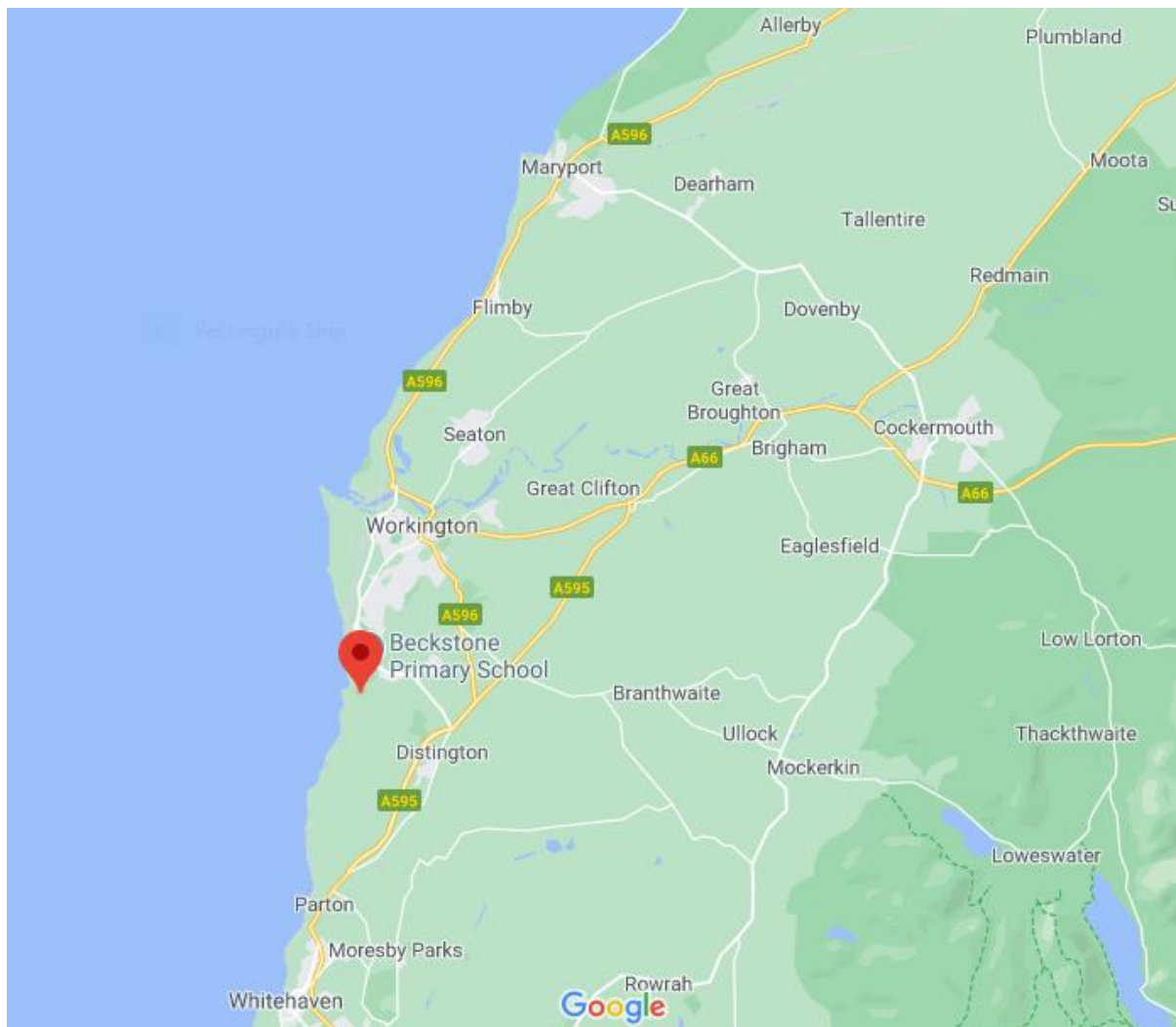
*Maryport quickly developed as an industrial centre throughout the 19th century. An iron foundry opened and the port developed as did shipyards, such as Wood's yard and Ritson's yard, which was famous for launching ships broadside into the River Ellen because it was not wide enough to allow ships to be launched the usual way. Ritson's operated until 1914.*



*Ritson's Shipyard, Maryport, in early days. It eventually closed in 1914 (Heritage Explorer)*

A general view of Ritson's shipyard, showing a ship under construction on a slipway.

**Figure 5, Location map showing Maryport, Workington, Harrington** .



- Events leading up to 'wrecking'** – the beaching at Abererch 14<sup>th</sup> October 1881. The SV Saint George was on passage to Aberdovey with a cargo of Deals and took shelter in St Tudwal's Roads.

A particularly violent storm was travelling west across the Atlantic crossing Ireland on the 13<sup>th</sup> October and the west coast of Wales. The storm's intensity was greatest on the 14<sup>th</sup> southerly to south westerly as it passed. This storm became famous for the destruction of a great part of the Eyemouth fishing fleet with great loss of life there. It is possible that Master Willoughby had observed a storm warning when passing a signal station or just his experience and seamanship motivated him to seek shelter which caused him to seek shelter at the 'safe' anchorage on the south side of the Llŷn peninsular at St. Tudwal's Roads. Coastal storm warnings had been developed and instituted by Admiral Robert Fitzroy at his newly established Meteorology Department in London. But after his suicide in 1865 the forecasts were suspended in 1866, subsequently to be re-instated in 1879, after much lobbying from shipping companies and fishermen. St. Tudwal's roads was recognised and much used, by vessels of the period, to seek shelter from westerly gales and considered a safe and secure anchorage by virtue of the clay sea bed. Indeed there were several other vessels there also – most of the ships including the *SV Saint George* with both anchors (port & starboard) deployed.

## Figure 6, Destination Aberdovey (Aberdyfi)

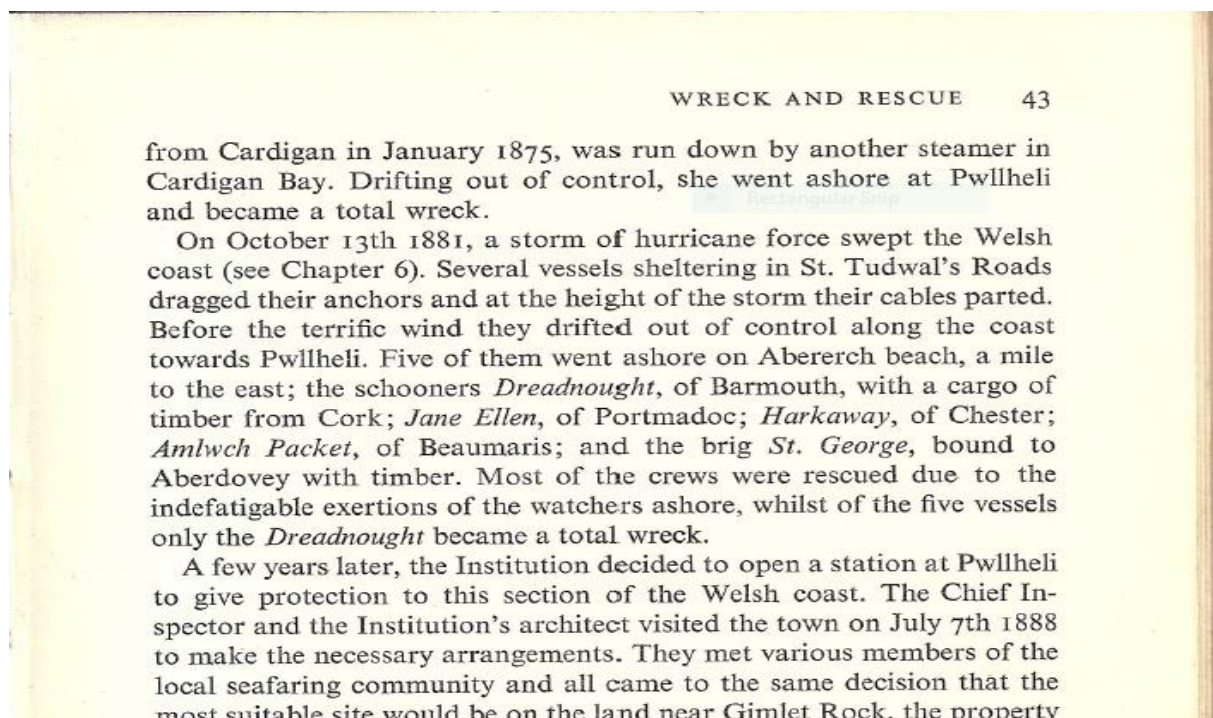
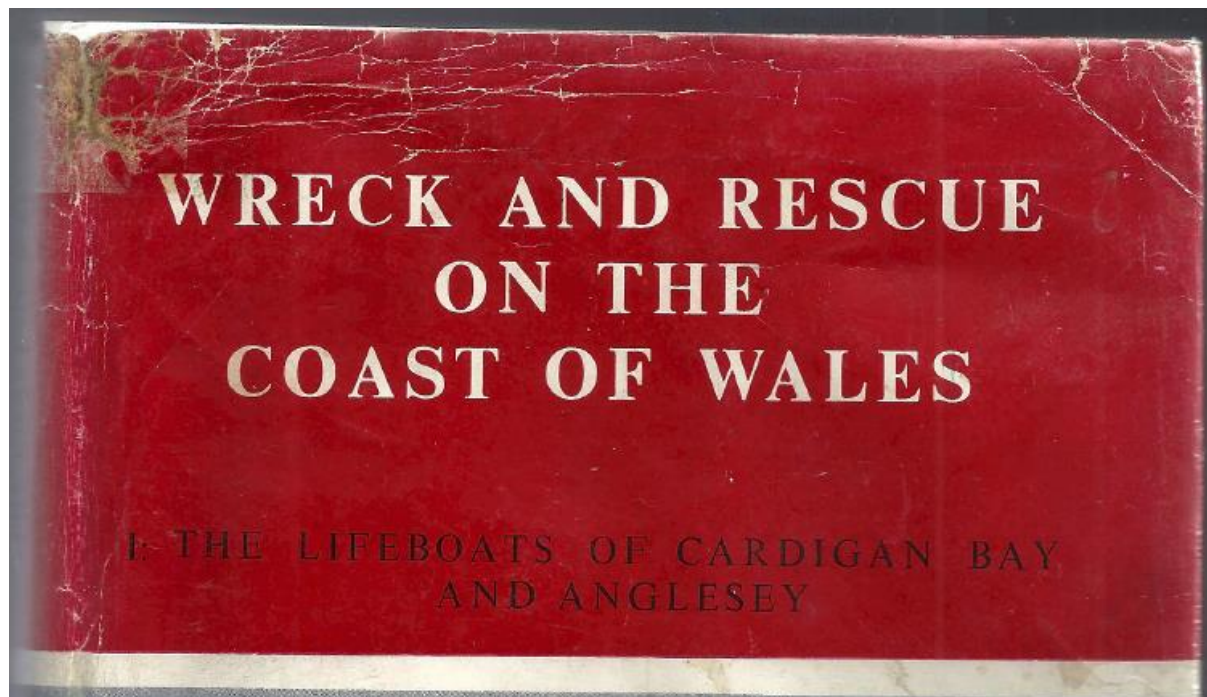


- The wrecking**, Hurricane force winds blew up during the night of 13<sup>th</sup>/14<sup>th</sup> such that at approximately 6 a.m. both anchor cables parted and the schooner was driven ashore onto Abererch beach one mile east of Pwllheli. The crew were all saved by means of ropes attached from the shore to the rigging. Several other ships were driven ashore on the same beach (see figure 1. MADU list). Although the tides were neap the seas were tremendous and 'all will sustain heavy damage' it was observed. The waves were sweeping over the vessels and pounding them on the beach. The wind was such that railway carriages were blown over from the rail track and seas crashed over the harbour wall at Pwllheli. (Appendix E - extract below).

Amlwch Packet, of Beaumaris. The brig *St. George* grounded while the tide was out, and filled at once. She was left with bow on, so that each succeeding breaker swept her fore and aft. The crew were in a perilous situation, but with the dexterous aid of some sailors and others on the shore they managed to pass the end of a warp inland, by the aid of which they were taken ashore. No lives were lost.

However the *SV Saint George* survived with some damage and remained there for repairs to be completed and then re-floated. It was not listed as a wreck by Coflein or Lloyds or Larn & Larn.

**Figure 7, Extract from account of the beaching of vessels at Abererch  
October 1881.**




Parry, H., 1969, *Wreck and Rescue on the Coast of Wales. Vol 1: The Lifeboats of Cardigan Bay and Anglesey*. D. Bradford Barton Ltd. - Page 43.

- **Previous investigation or research of this vessel,**  
The only previously documented information is that which is contained in the contemporary newspaper report of the beaching at Abererch.

- The Site,**  
As an aground wreck site, on a beach, there is nothing to record by diving or surveying at the site.
- Additional Information,**  
With research limited to on-line at the present time I have not been able to discover a copy of the builder's original plans or any photographs, drawings, sketches, paintings, pictures etc.  
Information given in the MADU data base (Fig. 1) and R Cadwalader data base and also in Henry Parry 'Wreck and Rescue on the Coast of Wales' record a beaching of several vessels on Abererch sands on the morning of the great storm of Oct 14<sup>th</sup> 1881. Ivor Wynne Jones in 'Shipwrecks of North Wales' Ed 3 1986 includes the *SV St. George* in his wreck map and Index of Ships but with no text, indeed he has no reference to the 1881 storm or the many wrecks resulting. The *SV Saint George* was one of the vessels beached at Abererch (along with four other ships) according to contemporary local newspaper (Appendix E).
- Passengers and crew,**  
The *SV Saint George* did not normally carry any passengers, her typical crew would be between five and seven typically five when on coastal trading and seven for ocean voyages. It would comprise The Master, Mate, three able Seamen, a Cook and an apprentice.

**Figure 8, Extract from Clip Files: Crew Lists.**

 Crew lists for official number 1013

[Notes](#)
[Previous page](#)
[Search again](#)

Crew lists from 1861 onwards

Ship	Year	Port	Archive	Archives reference/link	Transcript
	1875		National Maritime Museum ?		
	1876		The National Archives	<a href="#">BT 99/1089</a>	
	1879		The National Archives	<a href="#">BT 99/1214</a>	
	1882		The National Archives	<a href="#">BT 99/1335</a>	

Crew lists 1857 to 1860 in BT 98 at TNA

Year	ON Range	TNA reference
1857	1001-1060	<a href="#">BT98/4773</a>
1858	991-1050	<a href="#">BT98/5107</a>
1859	991-1020	<a href="#">BT98/5561</a>
1860	991-1015	<a href="#">BT98/6252</a>

- **Owners and Masters,**

Captain John Inman was the first owner and Master.

During 1820 Captain Ferguson was Master briefly then superseded by Captain J Ferguson. With the ship in the ownership of Inman & Co.

In 1830 Captain J Thompson took over as Master.

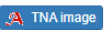

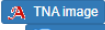

Captain James Poole became Master in 1834. The owner remains John Inman.

1851 Master Captain G Scott. Owner now T Ostle of Maryport.

1862 The ship was sold to Robert Ritson, shipbuilder and ship owner of Maryport. His Master was Captain G Scott.

Captain B Nelson became Master in 1868.

1870 Captain J Johnston became Master.

JOHNSTON JOHN	1811	WORKINGTON, CUMBERLAND	MASTER	42109	LIVERPOOL, 12/5/1851	BT124/5, image 402, row 6	 
JOHNSTON JOHN	1816	HARRINGTON, CUMBERLAND	MASTER	42093	137306 WORKINGTON, 4/2/1851	BT124/5, image 400, row 6	 

In 1883 Captain J Nixon became Master under continued ownership of J Ritson & Co.

- **Since the beaching.** The *SV Saint George* remained on the beach for repairs. The other vessels with the exception of the *SV Dreadnought* were re-floated, repaired and continued on passage. The *SV Saint George* was repaired, re-floated and returned to service in the ownership of Robert Ritson of Maryport.
- The *SV Saint George* was removed from the Lloyds Register by 1889 with the last entry in the 1883 list. The last listing in the Mercantile Navy Listing was for 1884.
- **Other research,** I do not believe that anyone has previously investigated or researched the vessel back story.
- **The site** was a grounding so is not appropriate for any work to be carried out at the site.
- **Previous reports,** There have been no previous reports produced relating to the vessel.
- **A timeline** relating to the *SV Saint George* is detailed at Appendix D.



## 7.0 Analysis

I believe that the conclusions arrived at are accurate and the correct ship identified using the information that I could discover that matched the basic information provided in the data bases. The data base refers to the ship as the St George but it is more commonly referred to in the registers as Saint George.

I believe that the ship was decommissioned in 1884 and dismantled.

## 8.0 Conclusions & Recommendations

I have probably spent approximately 25 hours on this project including about 14 hours on-line.

I believe that I have discovered relevant information on the *SV Saint George*, beached but not 'wrecked' at Abererch sands.

I believe that I have answered the questions established prior to the research.

I do not believe that there is scope for any further development of this incident. Nor is there any prospect of further information at the site.

## 9.0 References

Lloyds Registers  
Coflein  
Plimsoll Project: Lloyds register entries  
Crewlist, Mercantile Navy List, Archive records.  
Newspaper Archives, Library of Wales, National Archive

Festipedia  
Crew List, Clip Files.  
Ivor Wynne Jones 'Shipwrecks of North Wales' Ed 3 1986  
Henry Parry 'Wreck and Rescue on the Coast of Wales'  
R Cadwalader  
Aled Eames 'Adventures in Sail'  
Larn & Larn

**Appendices:****Appendix A – Specification for the *SV Saint George*.**

Vessel	Name	Saint George		
	Type	Brig		
		General Cargo,		
Built	Date	Laid down: 1814		
		Launched 1814		
		Commissioned 1815		
	Builder	Askew, Ellwood & Co.		
		Harrington, Cumberland.		
Construction	Materials	Wood, Frames iron bolted		
	Decks	One Deck with Beams		
	Bulkheads			
Propulsion	Type	Sail		
	Details	Brig Rigged		
Dimensions	Length	107ft	4 ins	
	Beam	24ft	5 ins	
	Draught	15ft	1 ins	12ft draught when fully laden
Tonnage	Gross	263T		
	Net	109T		
Owner	First	Captain J Inman, Maryport. Cumberland.		
	Others	T Ostle, Maryport.		
	Last	R Ritson, Maryport		
Registry	Port	Maryport, Cumberland.		
	Flag	UK H.G.F.N.		
	Number	1013		
History	Routes	Maryport to Buenos Ayres and Barbados, Murmansk, N. America and Quebec, Canada, also coastal trade.		
		Quebec to Abertyfi 1881		
	Cargo	Coal, Iron, Timber, general cargo		
Voyage	From	Maryport		
	To	Aberdovey		
	Captain	Capt. J Johnston		
	Crew			
	Passengers	None		
	Cargo	Deals		
Wrecking	Date	14 Oct 1881, beached		
	Location	Abererch		
	Cause	Hurricane		
	Loss of life	None		
	Outcome	Re-floated		

**Appendix B – Extracts from Lloyds Register for SV Saint George.**

1815

5	Francisco S	Zanga	143	Amer. FrTpSds	7	D. S. Rio	13	Pl. Cadiz	A 1	x3
6	George Bg s.C c.f. x4	J. Inman	210	Hrngtn	1	Capt & Co.	12	Li. Revel	A 1	A 1
7	Bg s.C I.B. Ox	J. M' Cunn	153	Philad.	9	Buchanan	11	Gr Dm'ra	E 1	E 1
8	Gregory S	Kawelma-cher	374	Arkngrl Fir Drp.	5	Capt & Co.	12	Lo S. Seb.	A 1	5

1818

9	Francisco S	Zanga	143	Amer. FrTpSds	10	D. S. Rio	13	Pl. Cadiz	E 1	x5
50	George Bg s.C x4	J. Inman	210	Hrngtn	4	Capt & Co.	12	Li. BAyrs Li Barbds	A 1	A. 1

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1820

5	George S s.C x8	C. Brown	393	River	2	Fry & Co.	18	Lo Grnda	A 1	A 1
6	Bg s.C I.B. Ox	Cningham	153	Philad. Srprs	14	Rbrtsn & C	11	Gr. STbo.	E 1	8
7	Bg s x9	Ferguson J. Ferow	210	Hrngtn N. Kl, grp	7	Inman & C	12	Mt. Amer	A 1	A. 1
8	Gregory S	Kawelma-	374	Arkngrl	10	Capt & Co.	12	Lo St Seb.	E 1	

1822

4	George S s.C x8	C. Brown	393	River	4	Fry & Co.	18	Lo Grnda	A 1	x5
5	Bg s x9	J. Fearon	210	Hrngtn N. Kl, grp	9	Inman & C	12	Mt Mrmc	A 1	3
6	Sr	I. Zander	107	Grpsw.	8	Wvorgne	0	Li. Flein'r	A 1	

1826

3	George S s.C 22 rp. 25	G. Brown	393	River	8	Fry & Co.	18	Lo Grnad	A 1	A. 1
4	Sr s.C Steam Packet	Emoerson 25 Harper	214	Livrpl Fr Plank	4	Watson &	12	Li. Dubln	A	A.
5	Bg s 23	J. Fearon	210	Hrngt grp. x9 Sr prs	13	Inman & C	12	Mt Qubc	E 1	E. 1
6	Bg	P. Heany	115	Livrpl	3	Leland & C	10	Li. Drghd	A 1	A. 1
7	Sr	I. Zander	107	Grpsw.	12	M. Kruger	7	Cs Mlaga	E 1	

1830

1	George S	G. Brown	393	River	12	Fry & Co	18	LoGrnad	A	A.I
	s.C28 rp.29		SDB					2 C 1 H	9	6
2	Bg s	J. Fearon	210	Hrngt	17	Inman&C.	12	Co.	E	I
	23	J.Thompson	SDB	grp.X9Sr	prs	23,24,26		1 C 1 H	27	2
3	Sr s.C	J. Harper	214	Livrpl	8	SteamPC.	12	LiDublin	A	

1832

51	St.George Bg	M'Gowan	264	N.Brns	3	W.Smith&	14	Li.	A	A.I
	s.C	32 W Garret	SDB	BB.SP&	Hk			2 C 1 H	30	
2	Sw s.C	Pouchie	157	River	1	J.Pouchie	13	Lo.	A	A.I
	31		SDB					1K 2 C 1 H	12	6
3	Bg s	J.Thmpsn	210	Hrngt.	19	Inman&C.	12	MtAmer.	E	I
	30		SDB	Srprs 26	n.	Kl&lrp.30		1 C 2 H	4	
4	S s.C	J.Tubman	400	N York	5	Capt.&Co.	16	LiNYork	A	2

1834

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull history.
26	Saint George	G. Brown	389				London			
7		P. Coyle	102				Drgh'da			
8		T.Connell	73				Liverp'l			
9	Bk	Crawford	226	Sndrld	1834	Crawfrd &	Gr'nock	Sld.Trieste	10	A I
	pt C.34								8	
30	Bg	J. David	112	Grnsey	1819	Vidamour	G'rnsy	Gns.Hvana		Æ I
	pt s.28 C.34			pt F.plank					9	
1	Bg	W Garrett	265	N Brns	1829	Hankin &	London	Cr. Quebec		Æ I
	C.35			BB.&P.			Liverpool		5	
2		J Nutting	310				London			
3		J. Peile	164				Liverp'l			
4		T. Pike	172				London			
5	Bg	J. Poole	209	H'rgtn	1814	J. Inman	M'ryprt	Mpt.Queb'c		Æ I
	s.30			ND.30					7	

1836

8	Bg	J. Poole	209	H'rgtn	1814	J. Inman	Maryp't	Mpt. Quebec		Æ I
	s.30			ND.30					34	

1846

**S**

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stores.
26	Saint George S 7.d. & Y.M. 46	J. Norie J. Jones	605	Chestr	1828	G Marshall	London	Lon Sydney	9	A 1
7	—	Bg J. Poole	209	Hringt	1814	J. Inman	Maryp't	Mpt.	—	Æ 1
8	—	Bk Tyle	226	Sndrld	1834	W Cr'wfrd	Gren'ck	Cly. Maurit.	10	A 1

1848

26	St. George S r. & d. 44 Y.M. 46	Jones	605	Chestr	1828	G Marshall	London	Lon Sydney	9	A 1
7	—	Bg T. Moore	112	G'rnsey	1819	L' Coutier			—	Æ 1
8	—	Bg J. Poole	209	Hringt	1814	J. Inman			—	Æ 1

1849 – not listed

1850 – not listed

1851

**S**

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stores.
26	Saint George Bk Y.M. & ptr. 50	J Patterson	226	Sndrld Drp. 51	1834	Patterson	PGlsgw Wt. W. Ind	Cly. St Thos. Rest. 50	10	A 1
7	—	Sk J. Porter	27	Brnhm	1801	J. Porter			—	Æ 1
8	—	Bg G. Scott	209	Hrrngt	1814	T. Ostle	Marypt	Mpt. Nfland	—	Æ 1
9	Helen Bk r. & s. 51 pt. B.	T. Williams	145	Crnv'n	1844	H Hughes	Cly. W. Ind		8	A 1

1853

**S**

No.	Ships.	Masters.	Tonn.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stern.
26	Saint George Bg ptr. & d. 46	R Nichls'n	158	London	1831	T. Ward	Hull	Hul. Grnld	10	Æ 1
7	Bk J Patterson	J Patterson	226	Sndrld	1834	Patterson	Pt. Glsg	Lon.	8 8.52	C. 3 52
8	YM. & ptr. 50 Bg	G. Scott	209	H'rngt	1814	T. Ostle		Rest. 50	7	1
9	Helen Bg	T Williams	145	Crny'n	1844	H Hughes				51

1855

**S**

No.	Ships.	Masters.	Tonn.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stern.
26	Saint George Bg r. & s. 1 pt. I. B.	G. Scott	209	H'rngt	1814	T. Ostle	Maryp't	MptNA	—	Æ 1
7	Halvard	J. Bull	105	Nwcastl	1853	Barren &	Drmmn	Nwc. N'rwv	—	A 1

1862

7	George Bg	Bennington	158	London	1831					56	
8	Bk T Graham	T Graham	357	Sndrld	1851	Hannan &	Glasg'w	Cly. Africa	10	A 1	A 1
9	Bg S. Henry	S. Henry	149	Grns'y	1819	LeCuteur	G'rnsey	Gns. Surinn	3	3.02	11.62
40	Bk Leslie	F. Robin	461	London	1818	Rolle Canal	Bidefrd	Bid. Medit.	7	57	8.62
1	Sw Lowther, jr	Lowther, jr	182	Sndrld	1848	Swanstn &	London	Gns.	8		5.62
2	Bg G. Scott	G. Scott	267	Hringt	1814	Ritson & c.	Maryp't	MptCoaster	—	A 1	A 1

1865

40	George Bg	H Fletcher	149	Grnsey	1819	LeCout'ur	G'rnsey	Gns.	—	A 1	expir
1	Bk Gray	Gray	357	Sndrld	1851	H'miltns & C	Glasgow	Cly. Africa	7	5.64	—
2	Bk H. Leslie	H. Leslie	461	London	1818	Rolle Canal	Bidefrd	Bid. Medit.	—	Æ 1	—
3	Sw Lowther, jr	Lowther, jr	182	Sndrld	1848	Swanstn &	London	Gns.	8		11.64
4	Bg G. Scott	G. Scott	267	Hringt	1814	Ritson & C.	Maryprt	Mpt. Coaster	—	A 1	A 1

1868

5	George Bg	H Fletcher	149	[20·7 12·0	Grnsey	1819	LeCout'ur	Gurnsey Gns.	—	—
	r.&YM.62		len.53						Rest.53-	7 3,64
6	Bg	B.Nelson	267	[24·5 15·1	Hringt	1814	Ritson&C.	Maryprt Mpt.	—	A 1
	ptr.&s.68I.B.		len.ND.&lrp.62	pt6 yrsMat.	lrp.68				S.S.68-6 yrs	3,69
	Sr	R.Penn'lv	119	96·7 91·8 10·9	Lone	1867	Thomas&	Lone	Pad Coaster	12 A 1

1870

	r.&YM.69			Spar Decked	Btchel'r	19mo.	Srprs67		Iron Beams	11,70
7	George Bg	B.Nelson	267	[24·5 15·1	Hringt	1814	Ritson&Co.	Maryport	Mpt. Quebec	A 1 A 1
	ptr.&s.68I.B.	J.Jobuston	len.ND.&lrp.62	pt6 yrsMat.	lrp.68				S.S.68-6 yrs	8,70
	Sr	R.Penn'lv	119	96·7 91·8 10·9	Lone	1867	Thomas&Co	Lone	Pad Coaster	A 1

1874

6	Saint George Bg	JJohnston	267	[24·5 15·1	Hringt	1814	Ritson&Co.	Marypt Mpt.	—	9,71
	ptr.&s.68I.B.		len.ND.	pt6 yrsMat.	&lrp.62&lrp.68srp.71					
7	Saint George Sr	Nankivel	108	150·0 21·7 10·6		Bnstpl	1872	Nankivel&	Barnstpl Bpl.	11 A 1

Official number quoted

1883

4	Bg	J.Nixon	263	107·4 25·2 15·0		Harrington	1814	R.Ritson&Co.	Maryprt Mpt.	
	ptr.&s.68I.B.		273	1Distr.B.						
			287							
	Sr	S.M.Sollack	1499	209·1 38·0 24·4		Quebec	1879	C.Hill&Sons	Bristol	Bpl.

1889 – no longer registered

# Appendix C, Extract from Mercantile Navy Lists 1857 to 1885.

Mercantile Navy List, 1858, page 295 Ship: SAINT GEORGE Image source: [Go](#)

24452 Rowena, Shields	8525 Royal Victoria, Yarmouth	11189 Sabrina, Cowes	18527 Saint George, Hull
6696 Rowena, Yarmouth	14396 Royal Victoria, Yarmouth	11120 Sabrina, Gloucester	18279 Saidt
33449 Rowland Hill, Montreal	22329 Royal William, Carmarvon	11349 Sabrina, Gloucester	6036 Saint George, Liverpool
8734 Rowland Hill, Whitehaven	8781 Royal William, Dublin	23087 Sabrina, Hartlepool	12996 Saint George, London
5816 Roxana, Alloa	24343 Royal William, Dublin	1463 Sabrina, Liverpool	1013 Saint George, Maryport
39199 Roxana, Llanally	11680 Royal William, Gloucester	10741 Sabrina, Maldon	14504 Saint George, Newcastle

Mercantile Navy List, 1870, page 338 Ship: SAINT GEORGE Image source: [clip](#) Crew List Index Project

60132	St. George, Hull	..	..	59	..	John Harrison, Kingston Street, Hull.
28187	Saint George, Liverpool	..	..	55	..	James Shaw, Wharton, Cheshire.
1013	Saint George, Maryport	..	H.G.F.N	252	..	Robert Ritson & William Ostle, Maryport.
33527	Saint George, Montreal	..	R.F.Q.C	38	..	George E. Mavrand, River du Loup, Canada.

Mercantile Navy List, 1880, page 500 Ship: SAINT GEORGE, Sail Image source: [clip](#) Crew List Index Project

28187	St. George, Liverpool	..	Sw. F.	Sunderland	1848	N.T.B.F	182	John Walker, Howth, co. Dublin.
1013	Saint George, Maryport	..	Bg.	Winsford	1841	..	55	Wm. Swanston, Newcastle-on-Tyne.
30432	St. George, Port Louis	..	Ch.	Harrington	1814	H.G.F.N	263	James Shaw, Wharton, Cheshire.
37098	St. George, Quebec	..	Bge.	Rebuilt	1862	..	..	Robert Ritson, Maryport, Cumberland.
				Mauritius	1838	Q.K.S.R	32	J. Spinelly, Flacq, Mauritius.
				Champlain	1860	S.C.N.F	72	

Mercantile Navy List, 1883, page 512 Ship: SAINT GEORGE, Sail Image source: [Australian National Maritime Museum](#)

28187	St. George, Liverpool	..	F.	Winsford	1841	..	55	James Shaw, Wharton, Cheshire.
1013	Saint George, Maryport	..	Bg.	Harrington	1814	H.G.F.N	263	Robert Ritson, Maryport.
37098	St. George, Quebec	..	Bge.	Champlain	1860	S.C.N.F	72	Joseph Alexandre, Champlain, Canada.

Mercantile Navy List, 1884, page 520 Ship: SAINT GEORGE, Sail Image source: [clip](#) Crew List Index Project

58419	St. George, Dublin	..	Lr.	Peel	1860	..	21	John Walker, Howth, co. Dublin.
23763	Saint George, Guernsey	..	Sw.	Sunderland	1848	N.T.B.F	182	John Hamley, St. Sampson's, Guernsey.
28187	St. George, Liverpool	..	F.	Winsford	1841	..	55	James Shaw, Wharton, Cheshire.
1013	Saint George, Maryport	..	Bg.	Harrington	1814	H.G.F.N	263	Robert Ritson, Maryport.
37098	St. George, Quebec	..	Bge.	Rebuilt	1862	..	..	
74272	St. George, Quebec	..	Sp.	Champlain	1860	S.C.N.F	72	Joseph Alexandre, Champlain, Canada.
				Cap St. Ignace	1875	..	24	William Couillard, Cap St. Ignace, co. Mont- magny, Canada.

Mercantile Navy List, 1885, page 534 Ship: SAINT GEORGE, Sail Image source: [clip](#) Crew List Index Project

66029	St. George, Quebec	..	S.	Quebec	1872	L.M.C.R	1499
15121	Saint George, Drogheda	..	Bg.	Liverpool	1823	L.R.B.C	70
58419	St. George, Dublin	..	Lr.	Peel	1865	..	21
23763	Saint George, Guernsey	..	Sw.	Sunderland	1848	N.T.B.F	182
28187	St. George, Liverpool	..	F.	Winsford	1841	..	55
37098	St. George, Quebec	..	Bge.	Champlain	1860	S.C.N.F	72
74272	St. George, Quebec	..	Sp.	Cap St. Ignace	1875	..	24
64619	St. George, St. John, N.B.	..	Bk.	St. John, N.B.	1872	V.W.P.T	898
88258	St. George, St. John, N.B.	..	Sr.	Westfield, N.B.	1879	..	26

No longer listed





## Appendix D – The Timeline for the *SV Saint George*



1814	Built at Harrington, Cumberland,. Brig 263Ton. Rated A1 with 12yr survey interval. Master and owner was Captain John Inman. Registered at Maryport – also home port.
1815	Lloyds Register, 210Ton, Owner: Captain & Co.
1818	Master J Inman, home port Maryport, trading Buenos Ayres and Barbados.
1820	Master now Captain Ferguson with Captain J Fearon taking over, Owner Inman & Co., Trading America. New Keel fitted. Rated Good Repair and A1
1822	9 years since survey. Trading Maryport to Murmansk
1826	Rated E (Second Class) 1. Some repairs carried out. Trading Maryport to Quebec
1830	Captain J Thompson taking over as Master.
1832	Repairs carried out at Harrington including a new Keelson. Trading Maryport to America.
1834	New Master Captain James Poole. Owner John Inman. Trading Maryport to Quebec.
1836	No changes.
1846	No changes.
1848	No changes.
1851	Master Captain G Scott. Owner now T Ostle of Maryport.
1855	No changes, voyaging to N America.
1862	Master G Scott. Owner Robert Ritson, Ritson & Co, Maryport. Major repairs at Ritson's Yard ship was lengthened, Deck replaced. Trading Coastal.
1868	Captain B Nelson.
1870	Master J Johnston.
1874	No changes.
1881	14 <sup>th</sup> October driven aground on Abererch Sands, North Cardigan Bay. On passage to Aberdovey with deals. Crew saved. Repaired and refloated.
1883	Captain J Nixon. Owner: J Ritson & Co.
1884	Last listing in the Mercantile Navy Lists. As no mention of loss or wrecking presumed scrapped.

## Appendix E, The storm 14<sup>th</sup> October 1881, extracts from contemporary newspaper reports.

Extracts from the Cambrian News and Merionethshire Standard.

News  Cite  Share

**THE STORM.** I Since the terrible gale, known in this part of the country as the Royal Charter gale there has not I be so severe a storm on the Welsh coast as was experienced last Friday and the preceding Thursday night. Induration it was more prolonged than that storm in which the large steamship and its living freight were lost. The wind began to freshen on Thursday evening from the south-south-east, and, increasing in force, veered to the south-south-west between ten and eleven, at which time it was blowing a gale. The storm continued with increased violence ,until three o'clock on Friday afternoon, when rain began to fall, and the wind, which was then blowing almost due west, to abate. It is calculated by Professor Stone, of the

News  Cite  Share

**PWLLHELI.** A most terrific storm has prevailed here from about midnight on Thursday last week. It is feared that great destruction has been done to property, both on land and sea. A large stack of hay belonging to Mr. Owen Owens, coal merchant, of this town, was whirled away and scattered before the wind. Several signal posts on the Cambrian Railways have been blown down. House tops and chimney pots have been also blown off in several of the adjacent neighbourhoods. About six a.m. on Friday, the schooner Dreadnought, Captain Bogan, laden with pitwood, from Cork for Barrow, parted her cables at St. Tudwell's Roads, and was driven ashore at Abererch beach, near this town. The crew were all saved by means of ropes attached from the shore to the rigging. The surf is making a clean sweep over the vessel, and she will be greatly damaged, if not a total wreck. The schooner Amlwch Packet, Captain Williams, with coals, from Bristol Channel for Port Nant, is also ashore here, having drifted before the wind from the roads; crew saved. The Harkaway, from Beaumaris, met with a similar fate, as did also the schooner John Ellis, Captain Willoughby, from Portmadoc for Copenhagen crew saved. The brig St. George, for Aberdovey, laden with deals, is also ashore crew saved.

**CASUALTIES IN CARDIGAN BAY.**

...CASUALTIES IN CARDIGAN BAY. The following topsail schooners were driven ashore on the above beach, and will sustain heavy damages: —The Dreadnought, of Barrow; the Harkaway, of Chester; the John Ellis, of Portmadoc; and the Amlwch Packet, of Beaumaris. The brig St. George grounded while the tide was out, and tilted at once. She was left with bow on, so that each succeeding breaker swept her fore...

The Cambrian News and Merionethshire Standard

21st October 1881

News

p.2

116 words

**CASUALTIES IN CARDIGAN BAY.**

The following topsail schooners were driven ashore on the above beach, and will sustain heavy damages: —The Dreadnought, of Barrow; the Harkaway, of Chester; the John Ellis, of Portmadoc; and the Amlwch Packet, of Beaumaris. The brig St. George grounded while the tide was out, and filled at once. She was left with bow on, so that each succeeding breaker swept her fore and aft. The crew were in a perilous situation, but with the dexterous aid of some sailors and others on the shore they managed to pass the end of a warp inland, by the aid of which they were taken ashore. No lives were lost.

*(Continued on page 5th.)*

shire.

**PWLLHELI.**

A most terrific storm has prevailed here from about midnight on Thursday last week. It is feared that great destruction has been done to property, both on land and sea. A large stack of hay belonging to Mr. Owen Owens, coal merchant, of this town, was whirled away and scattered before the wind. Several signal posts on the Cambrian Railways have been blown down. House tops and chimney pots have been also blown off in several of the adjacent neighbourhoods. About six a.m. on Friday, the schooner Dreadnought, Captain Bogan, laden with pitwood, from Cork for Barrow, parted her cables at St. Tudwell's Roads, and was driven ashore at Abererch beach, near this town. The crew were all saved by means of ropes attached from the shore to the rigging. The surf is making a clean sweep over the vessel, and she will be greatly damaged, if not a total wreck. The schooner Amlwch Packet, Captain Williams, with coals, from Bristol Channel for Port Nant, is also ashore here, having drifted before the wind from the roads; crew saved. The Harkaway, from Beaumaris, met with a similar fate, as did also the schooner John Ellis, Captain Willoughby, from Portmadoc for Copenhagen; crew saved. The brig St. George, for Aberdovey, laden with deals, is also ashore; crew saved.