



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

On-line research into the wreck of the:

Thora



Report compiled by:

Melanie Taylor

Report Title:

**Welsh Wreck Web Research Project
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On-line research into the wreck of the:
*Thora***

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1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit has developed a database of vessels known to have wrecked around the coast of Wales. One of these vessels is named 'Thora' and was wrecked in 1927 at Portmadoc. In 2014 the Nautical Archaeology Society conducted a field school at Holyhead, on the remains of a vessel thought to be 'Thora'. This report aims to explain how and why the 'Thora' now lies so far from the site she was, according to official documents, wrecked.

Using information learned following the field school and from accessing of internet sites the author will explain how this two sites are related and using photographs from the 2014 field school they will show the current state of the vessel and also many of the interesting and key features which remain.

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2.4 Contributors

Peter Graham May

Ian Cundy (MADU)

William (Bill) Turner (MADU)

The Author also wishes to acknowledge the following for Information and photographs supplied, without which this report would not have been completed:

Mr John Cave (Photographs 1, 2 and 3)

Ms Beth Cluer (Photographs 21 and 22)

All other photographs used in this report were taken by the author.

2.5 Abbreviations

MADU Malvern Archaeological Diving Unit

NAS Nautical Archaeology Society

NPRN National Primary Resource Number

RCAHMW Royal Commission on the Ancient & Historical Monuments of Wales

3. Introduction

Since 2001 the Malvern Archaeological Diving Unit (MADU) has built a database of vessels known to have wrecked in the north of Cardigan Bay. This was undertaken as part of their investigation in to the vessel designated under the Protection of Wreck Act (1973) as the 'Diamond'. The 'Diamond' had been wrecked on Sarn Badrig Reef in January 1825, but the vessel designated was later determined not to be the 'Diamond'.

During the process the database developed in to a large collection on names for vessels lost in the vicinity, however there is little investigative work that has been undertaken this project aims to look into the history of some of these vessels adding to the national historic record. This project was launched during the Corona Virus Pandemic, as a web-archive project giving interested individuals a focus during "lock-down".

In September 2013 the author along with other participants took part in a field school run by the Nautical Archaeology Society (NAS) at Holyhead, Anglesey in North Wales. The primary aim of the field school was to teach the participants the necessary skills to enable them to conduct a basic 3-D survey of a site and a suitaband lishedle hulk, located near the school's base was selected as the survey project.

This hulk was located on a small beech just outside the village of Valley adjacent to the A5 causeway leading to the port of Holyhead. Although the author was familiar with the site is the timber structure on the beech, visible at low tide, they were unaware of any of its history, not even the name. The results of this field school were compiled by the author or this report into a report which can be viewed on the Coflein website¹. However, at the end of this field school there was still a great deal of information that was not known about the vessels history and further work was undertaken to recover the vessels history. This led to a second field school being undertaken at the site, the results of which were not published.

Aims

1. To provide detailed specifications of the 'Thora'
2. Explain how this vessel came to be in it's current location
3. Integrate current photographs of the vessel to known features of the 'Thora'

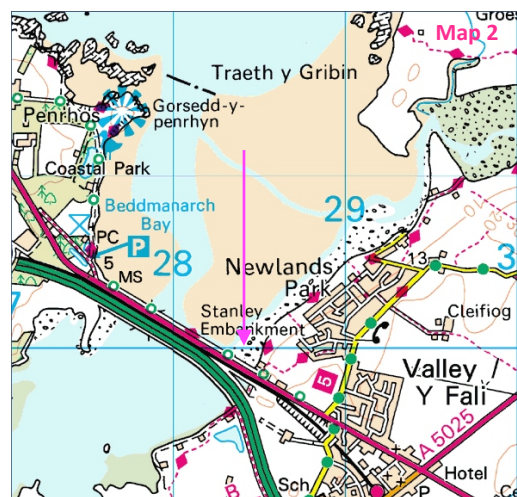
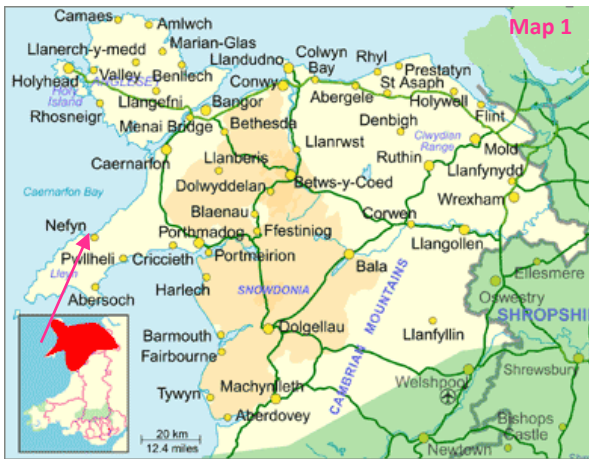
4. Background

Prior to the field school conducted in 2013 (published in 2014¹) there was little known about the 'Thora' site. Information was later supplied by Mr John Cave, via email correspondence regarding how the 'Thora' came to be situated on a beach at the back of Holyhead harbour.

Holyhead harbour has been a busy industrial port since the c17th century but towards the latter end of the nineteenth century it become an important port for vessels leaving Liverpool to taken on extra coal for the long sea voyages ahead². This service was run by Grayson's Ship Repairers (Birkenhead) for most of this time, storing the coal in a sailing hulk moored in the outer harbour. However when the business became less profitable they withdrew the business.

Two men from Holyhead, one a coal merchant named Nunn, saw this as an opportunity and brought their own hulk, the 'Thora' from a Mr Rees of Porthmadog³. However it would seem that the vessel was deemed unsuitable for use in the harbour upon inspection and the owners were told to dispose of the vessel. This was duly done and the 'Thora' was Brough ashore at its current location and anything that was of value was removed.

Location Anglesey is an island situate on the north coast of Wales, with the port of Holyhead on another island, Holy Island, separated by a small stretch of water which is crossed by a causeway carrying the A5 into the port (map 1). The site of the 'Thora' occupies a small beech near to the village of Valley adjacent to the A5 causeway. (map 2)



The exact position of the site is marked using Global Positioning System (GPS) WGS84. There are two sections to the site.

Main Site	N053°17.30 W004°34.472
Stern	N053°17.314 W004°36.476

5. Research Methodology

There are two separate types of methodology which will be utilised in this report.

1. Photographic recording of the site today, which will be utilised to demonstrate the current condition of the 'Thora'. This will be through the use of stills photographs taken at the second field school. These photographs are held by the author and will where possible be supplemented by drawings of the site.
2. Archival searches. With the current situation being that physical archives are currently closed, due to the Corona Virus Pandemic this research will be limited to information already held by the author and information that can be obtained from internet resources, including Lloyd's Register and newspapers.

6. Results

Data will be broken down in to Primary and Secondary sources. Although it is preferable when studying the history of a particular vessel to obtain contemporary evidence where possible Secondary sources can provide a valuable insight into where this information can be obtained. It is then for the researcher to validate this evidence for themselves⁴.

In this instance there are two principal secondary sources:

1. The Royal Commission for Ancient and Historical Monuments of Wales (RCAHMW) web archive - Coflein (NPRN 271394)⁵
2. Shipwreck Index of the British Isles; West Coast and Wales⁶

The RCAHMW source takes its information directly from the Shipwreck Index according the references on that site, along with the Lloyd's Casualty Return for 1927 as well as the Lloyd's Register for 1925⁷.

Based on this evidence the author was able to ascertain that she was built and owned in Norway. Therefore a request was sent to the Norwegian Maritime museum who kindly provided information about the vessel (Appendices A, B, C & D). The information from these sources has been summarised below (Table 1).

Table 1

Vessel	Name/s	Thora (ex Rutho)
	Type	Schooner M/aux engine
Built	Date	Laid down <i>unknown</i>
		Launched October 1919
	Builder	A/S Moen & Moy
		Grimstad, Norway
Construction	Materials	Wood
	Decks	1
	Bulkheads	<i>Not known</i>
Propulsion	Type	Primary Sail, with auxiliary engine
	Details	Oars, Square Rigged, Nuclear Power, etc.
Engine	Details	Type - auxiliary, petrol (removed 1922)
		Size - 2 cylinder
		HP - not known
		Manufacturer - A. Gulowsen A/S, Kristiania
	Boilers	Not known

Drive	Type	Screw		
	Number	1		
Dimensions	Length	124 ft	3 ins	37.8 m
	Beam	27 ft	1 ins	8.2 m
	Draught	12 ft	5 ins	3.81 m
Tonnage	Gross	288		
	Net	244		
Owner	First	Skibs A/S Grim (T. Evensen & Co) (1919 - 22)		
		Kristianina		
	Last	A/S Salisbury (Magnus C Hanssen) (1927)		
		Oslo		
	Others	T.A. Christiansen, Kristiansand (1922 - 4)		
		Søren O Saanum, Mandal (1925 - 7)		
Registry	Port	Oslo		
	Flag	Norway		
	Number	0408 (1927 Lloyd's Register ¹²)		
History	Routes	Various		
	Cargo	Wood, Bales		
Final Voyage	From	Fredrikstad		
	To	Portmadoc		
	Captain	Simønsen		
	Crew	Not known		
	Passengers	Not known		
	Cargo	Deal battens		
Wrecking	Date	28 October 1927		
	Location	Portmadoc		
	Cause	Strong winds and tides		
	Loss of life	None reported		
	Outcome	Total Loss, Salvaged, Re-floated, etc.		

A simple search of the British Newspaper online archive was then conducted using simple search terms: Thora AND Portmadoc. This produced the following results:

- Wrecks and Casualties from Lloyd's List - Thora on Harbour Wall, stranded, full of water at high tide. 31 October 1927⁸
- Shipping Casualties Fear of Capsizing⁹

Photographic evidence of the incident does exist photograph 1 and 2 clearly show 'Thora' on the harbour wall at Portmadoc:



Both of these photographs clearly demonstrate the precarious position the vessel was in. Photograph 2 seems to show the hull twisted, which may be argued to be an indication of what follows.

The same search of the newspaper archive also revealed two further articles relating to this incident. Both are advertising her sale following the wrecking.

Saturday 3 December 1927 states that she was built of red wood, is around 8 years old with a Deadweight of around 400 ton, Brigantine Rigged and meeting Norwegian Veritas requirements. This article also reveals that she contained two motors, one for the windlass and one for the cargo¹⁰. The second article is a reprint of this article, containing the same information, published on 5 December 1927¹¹.

These are the only newspaper articles that the author has been able to locate relating to the 'Thora' at Portmadoc. Due to availability in the National Archives of Wales newspaper portfolio, which is only available up to 1919 there is no mention of her in here for obvious reasons.

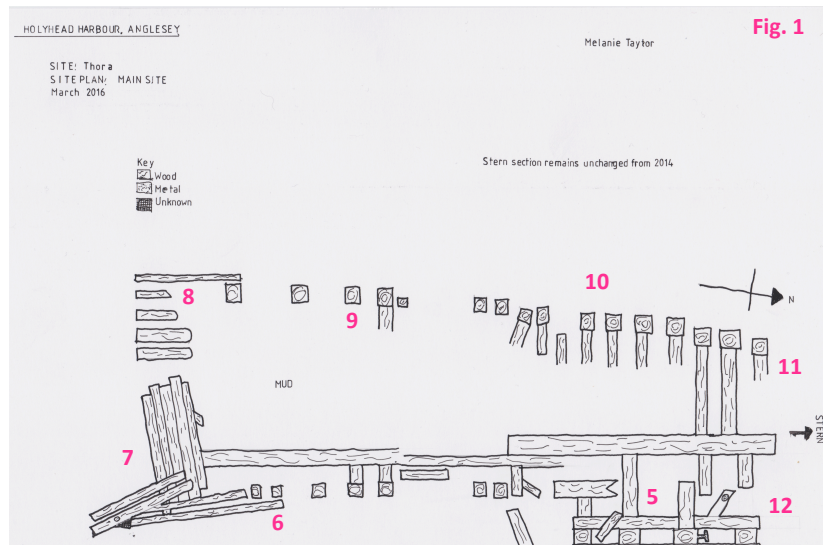
Beth Cluer (Appendices G) also supplied information regarding the sale of the vessel to a local man, Mr Rees, who removed and sold the fittings off the vessel, which would include the items listed in the sales advertisements^{10, 11}. This left the hull which he sold to Mr Nunn and family of Holyhead. According to John Cave email (Appendices F) Mr. Nunn and family brought the 'Thora' to Holyhead to use it for coal storage which they intended to sell to the steamships which were using Holyhead to take on extra supplies. However, before they could commence this venture the hull had to be surveyed by the shipwright at the marine yard. It was here that it was determined that the 'Thora' had had her back broken in the stranding, the port authorities would not allow her to be used within their limits. As a result of this she was sold to Mr Chadwick to be broken up and used for firewood. That which could not be burned was left where it was broken.

Photograph 3 shows the hull largely intact on the shore, at Holyhead. This photograph was attached to the email sent by Mr. Cave (Appendices F). Next to it is photograph 4, taken in 2014, showing the same view.

As per the image in photograph 4, today the site is very broken up but from the photographic evidence, taken during the 2014 field school there are still some intriguing features that are, arguably peculiar to this vessel.

The following sketch (Fig 1.) Demonstrated the layout of the timbers left on fit main structure.





The following photographs relate to section of timber drawn on this plan, as numbered.





Photograph 7



Photograph 8



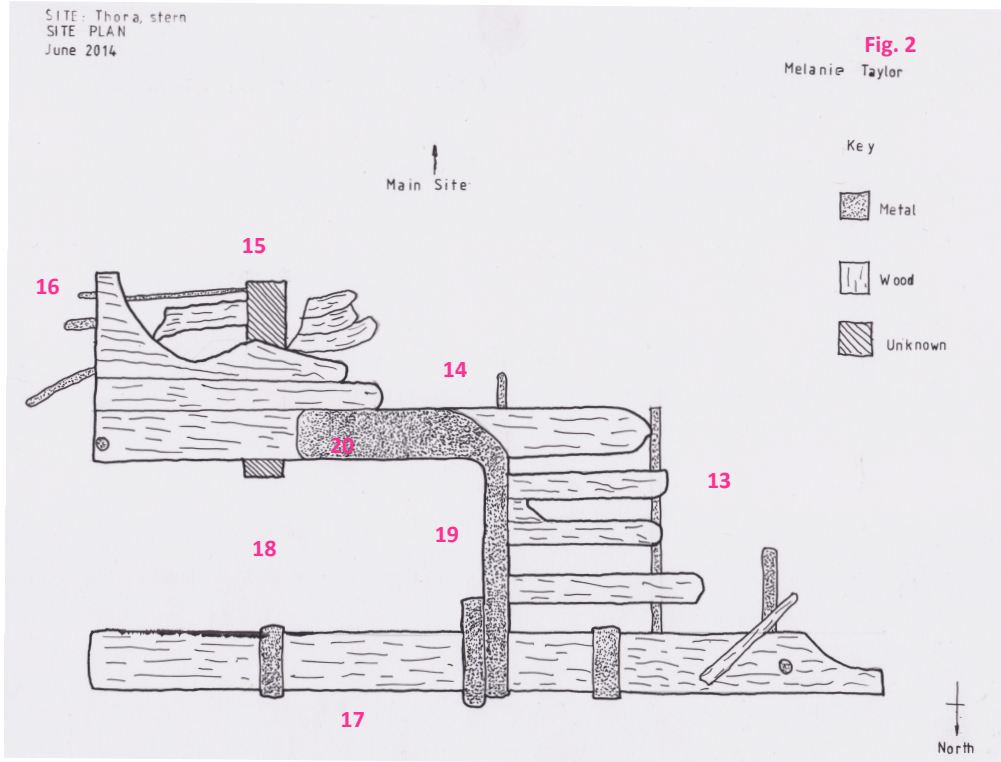


Photograph 11



Photograph 12

The main site, however is arguably not the most significant set of features of the 'Thora'. A short distance away from the main site was another section, the stern, the plan of which can be seen below (Fig. 2). This will be shown in conjunction with corresponding photographs of specific features.

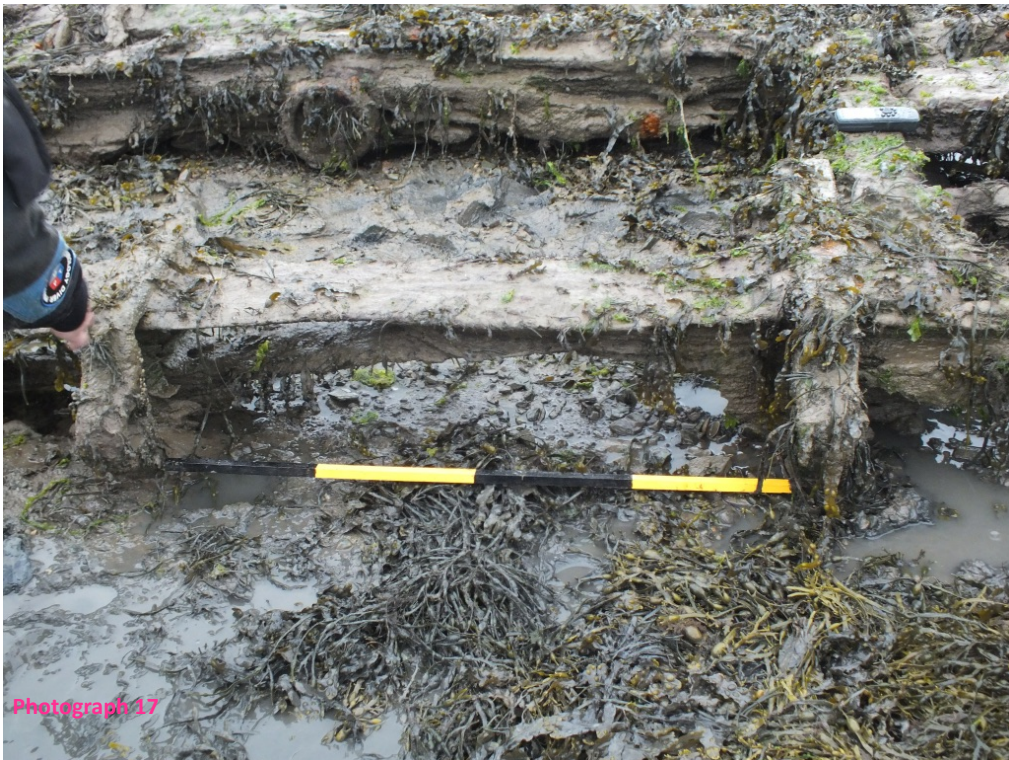




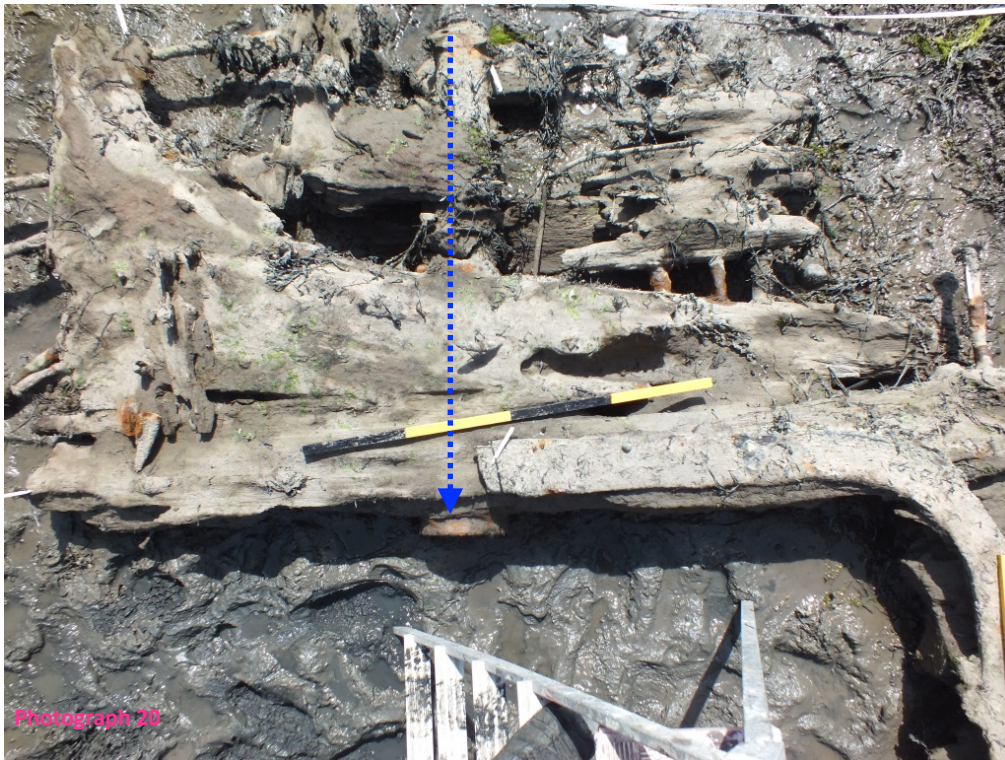
Photograph 14



Photograph 15







Through contact with Beth Cluer (Appendices G) we were also supplied to two photographs (21 and 22) of a model of the 'Thora' built by Mr Davies, which is located at Plas Tan y Bwlch, Blaenau Ffestiniog.



7. Analysis

Evidence from official sources indicate that the 'Thora' when built, as 'Rutho' in 1919, was intended to be of good quality^{7, 12} with an auxiliary petrol engine (Appendices A). She was of a fair size, at approximately 124 feet in length and of 288 Gross tons. She was built for T. Evensen & Co. of Kristiania, however it would seem that, for reasons unknown she did not remain in the service of Her original owner very long and was sold to T. A. Christiansen in 1922 who had the auxiliary engine removed (Appendices A). Although the engine was removed evidence of the original fittings for this have survived in the remains of the 'Thora' to this day (Fig. 2). These features are in the stern of the vessel and relate to the drive from the motor, namely the propeller, the shaft for which can clearly be seen in Pictures 15, 17 & 20. The view of the propeller shaft in Picture 20 has been highlighted with a blue dotted arrow. The photographs taken in 2014 clearly show other key features associated with the stern of the vessel, including the three metal hoops at the sternpost that would have supported the rudder. In the pictures of the model (Pictures 21 & 22) the three hoops can clearly be seen holding the rudder, but the space for the propeller cannot be seen. What is less apparent from the photographs is that there is a difference in the colour of the wood at the stern, which may be an indication that this is not original and was added later when the propeller was removed. A suggestion as to why the propeller was removed may be that it was inefficient to run the auxiliary engine and removing it would create more cargo space. The propeller would then have been removed and the hull filled in rather than be re-built to keep the cost down.

Now called 'Thora' she continued to trade for another five years. In 1925 Christiansen sold her to a large shipping company owned by Søren O. Saanum of Mandal. A brief summary of his company can be seen as Appendices B. In 1925 she is registered in the Lloyd's Register⁷, which may be a reflection of her owners financial status, or it may be that she is featured in earlier editions but the author has not been able to view these editions. In 1927 she was sold to Magnus C. Hansen (Appendices A).

It was in this year that she was lost. On the 29th October¹² she was stranded on the harbour wall at Portmadoc having been caught in strong winds and tides on arrival^{8, 9}. The images of her stranded on the harbour wall (Photographs 1 & 2) clearly show the precarious position She was in. Close inspection of Photograph 2 is suggestive of a twist in the shape of the hull and may possibly represent visual evidence that Her back had been broken. Photographs 10, 11, and 12, taken in 2014 show the keel broken in section, however without survey data it is impossible to speculate as to where on the vessel these sections of the keel are in the structure. Also from these photographs it was not possible to see where the mast steps were situated.

Following her stranding she was soon placed for sale by her owners^{10, 11}, suggesting that the damage done would be far in excess of Her profitability. She was sold, according to Beth Cluer (Appendices G) to a Mr Davies, who made the models which are now situated at Plas Tan y Bwlch. In this source it suggests that the salvageable fittings, including masts, cables, anchors, etc., were removed and sold separately and that the hull was sold to a Mr Nunn and Family, coal merchants from Holyhead (Appendices F). It is on arrival at this location that the level of damage is determined, suggesting that Mr. Nunn was perhaps not entirely in the picture as to the amount of damage, and she had to be scrapped. Seemingly she was sold on to another buyer who had her dragged up to her present location and broke her up for firewood. Photograph 3, date unknown, shows the bow of the hull remaining upright in the position she was dragged to whilst Photograph 4 shows the condition of the remains bow in 2014. These two images mark the passage of time and the degrading of the timbers. Fig. 1 shows the plan of the main sited the structures that remained visible in 2014. It is important to note that there was no excavation work undertaken on the 2014 field school, this was simply an exercise in survey techniques. More of the structure may remain underneath the mud. What can be said is that both Fig. 1 and Fig.2

show structure that has been more or less undisturbed since being abandoned and the distance between the two sites is indicative of Her overall length.

All of the Photographs taken on the site are relatable to features drawn on the site plans (Figs. 1 & 2). They show that, even with the degradation of the site, that the 'Thora' was well constructed and this suggests that the wrecking incident must have been catastrophic.

From the evidence pieced together by the author and other contributors it has been possible to link the current site of the 'Thora' with the initial wrecking site. This is an important consideration when the official resources^{5, 6} list her as lost at Portmadoc. It would, without the extra knowledge, be easy to assume that She would have been scrapped near Portmadoc and this must be an important consideration for other wrecked vessels as many of these too would have been moved to other locations. Therefore when investigating wreck sites of vessels on shore, this should be a consideration in looking for their remains and investigators should not assume a location is correct.

With all this information about the fate of 'Thora' it may be possible to conclude that enough information has been gathered to tell her story. However the information presented here is not complete. Only limited newspaper resources have been reviewed as many of these archives have yet to be digitised. Accessing these may enable a more complete picture of the wrecking incident to be created, along with her sale. Currently due to the Covid-19 Pandemic these archives are closed, but this may be work to continue once they become available again.

8. Conclusions & Recommendations

The aims of this report were to achieve three goals. The first of these was to provide detailed specifications for Her. In the evidence that has been compiled it has been established when, where and by whom She was built as well as for who (appendices 1). It has been established that she was built as a wooden schooner with an auxiliary petrol engine, but that the engine was removed in 1922. Based on evidence located in the Lloyd's Register⁷ her specifications have been clearly established and that she was well constructed. Her line of ownership has also been established (Appendices 1) along with some of the history of one of Her owners (Appendices 2). Through access, available on-line it has been possible to locate the Casualty Return for her wrecking on 29 October 1927 at Portmadoc harbour¹². This evidence is further supported by Photographs 1 & 2 which clearly show a vessel, reported as being the 'Thora' of Oslo, stranded on the harbour wall, which is in turn supported by the newspaper reports^{8, 9} citing Her by name and location. This led to the second aim of this project; to establish how a vessel that was clearly wrecked at Portmadoc now rests on a small beech at the back end of Holyhead harbour.

Advertisements from December 1927^{10, 11} clearly show that the 'Thora' was quickly placed for sale, but there is no on-line record available indicating to who the vessel was sold. The evidence for this comes from an email (Appendices G) which states that the vessel was sold to a Mr. Davies, who removed the valuable fittings and sold the remains on to a Mr. Nunn, a coal merchant from Holyhead. The story of her arrival in her current location is completed in an email from Mr. Cave (Appendices F) who explains that on inspection when She arrived at Holyhead found that She was unfit for purpose and had to be removed from the working harbour. She was then sold and broken up, the hard woods being left in situ.

The third aim of this report was to tie the photographs taken as part of the 2014 NAS field school into the story of the 'Thora'. Clearly Photographs 3 & 4 show the vessel as it was soon after Her abandonment alongside a contemporary view as direct comparison. There is evidence which is suggestive of the vessel did break it's back as seen in Photographs 10, 11 & 12, which is in-keeping with the narrative of the 'Thora'. However the most compelling photographs are those of the stern section of the vessel as marked in Fig. 2. These images show that despite the engine being removed in 1922 features of this survived in the fabric of the vessel, with the stern being covered over rather than re-built.

Therefore it is suggested that the aims of this report have been met. However there are questions which have been raised:

Recommendations

Following on from this project there are several questions which have been raised. There are very few newspaper reports surrounding the wrecking of the 'Thora' at Portmadoc. It is unlikely that this is truly the case therefore a review of physical archives for Welsh newspapers should be made for completeness, however this cannot be undertaken until current restrictions are lifted. In undertaking this it would also be prudent to examine trade archives of the period to establish if there are any records of the sale / sales of 'Thora' survive, as these will provide more detail than is currently held.

As a side project it would also be interesting to establish more of the history of the owners of the 'Thora' which may help in the understanding of why She was sold on so frequently.

The site itself lends its self well to the activities undertaken in NAS field schools, being easily accessible and fairly sheltered. A future field school could be run here and a complete, up to date survey of the entire site could be completed. If this is repeated of a series of years the changes in the site could be monitored and help understanding of how these sites deteriorate.

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

<https://newspapers.library.wales>

<https://crewlist.org.uk/#Data>

Appendices:

Appendices A – Summarised history of 'Thora', supplied by Per Gisle Galåen of the Norwegian Maritime Museum, Oslo

Appendices B – Summary of Søren O Saanum, owner of 'Thora' 1925 - 27, supplied by Per Gisle Galåen of the Norwegian Maritime Museum, Oslo

Appendices C - Norwegian Casualty Returns showing 'Thora', supplied by Per Gisle Galåen of the Norwegian Maritime Museum, Oslo

Appendices D - Extract of Lloyd's Register of British and Foreign Shipping 1927, supplied by Per Gisle Galåen of the Norwegian Maritime Museum, Oslo

Appendices E - Emails between author and Norwegian Maritime Museum (non-redacted).

Appendices F - Email from Mr John Cave (redacted)

Appendices G - Email from Ms. Beth Cluer (non-redacted)

Appendices A

39) Skonnertskip **THORA** (MTJF)

Bygd av A/S Moen & May, Grimstad, som M/aux.skonnert

228 brt, 213 nrt, 425 t.dw. 124.3 x 27.1 x 13.3

2cyl. 2T EV PM (A. Gulowsen A/S, Kristiania)

1919: Levert som **RUTHO** for Skibs A/S Grim (T. Evensen & Co.), Kristiania

1922: Solgt til T. A. Christiansen, Kritstiansand. Omdøpt **THORA**

Motor fjernet, rigget om til skonnertskip

1924: Disp. overtatt av Søren O. Saanum, Mandal

1925: Solgt til Søren O. Saanum, Mandal

1927: Solgt til A/S Salisbury (Magnus C. Hansen), Oslo

1927: 28.10.: Grunnstøtte ved Portmadock i orkan og sterk tidevannsstrøm. Kondemnert.

Appendices B

Søren O Saanum, Mandal — Skipet

Page 1 of 1

Søren O Saanum, Mandal

Søren Olsen Saanum (født 1866) var skipsfører som gikk i land og ble kjøpmann i Mandal. I 1916 solgte han sin jernvarehandel og startet S O Saanum & Co AS slip og mek verksted, hvor bl a ds Aspholm ble bygd.

På dette verftet ble kutter *Star* bygget for egen regning i 1918.

I 1922/23 ble S O Saanum & Co ansvarlig for driften av skonnert *Marna* for Holme, Halsaa & Hartmark Forretningsbank og for *Thora* for T A Christiansen i Kristiansand; denne ble i 1925 også overtatt av Saanum.

I 1924 ble skonnerten *Gerd* kjøpt inn i AS Gerd og med rederens bror Andreas Saanum (født 1875) som fører og interessent. Den ble den siste norske seilskute i internasjonal fart og gikk i fart mellom Newfoundland og Europa til 1935.

Søren O Saanum var også medeier i *Carina*, som ble disponert av sønnen Olav Nordahl Saanum.

Etter salget av *Gerd* gikk Andreas Saanum inn for dampskip som betydelig aksjonær i **Skips-AS Agnes** (se Einar Saanum).

s STAR	88		18 S Saanum*		10.21 forlist
s MARNA	111	190	20 T Smith Egeland*	22 ex Marna	24 Danmark
s THORA	289	450	10.19 Moen*	23 ex Thora, Rutho	26 M C Hansen, Oslo
s GERD	182	280	22 Aarhus SV*	24 ex Undine	1.36 Sverige

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Navn

Comment ■

Kommentér

Appendices C

— 53 —

1927.					Forlis.
Løpe-nr.	1. Skibets navn 2. Art og hjemsted 3. Br. tonnasje 4. Kjenningssignal	Byggeår Materiale Klasse Kl.selsk.	Avgangssted Bestemmelsessted Ladning	Sjøulykkens art Sted Tid Ant. omkomne	Antatt årsak Anmerkning
28	Sagaland D. Haugesund 2677 LBVG	1921 S +100A1 L	Cuba Boston Sukker	Koll. m. hol. d. nær Nan- tucker fyr- skib 16/7 1	Tåke Henlagt
29	Sambo M. Arendal 376 MVLQ	1920 T +A1 NV	Trangsund Plymouth Trelast	Sjøskade Kondemnert Nordsjøen Oktober	Storm Advarsel
30	Selsefh M. Hamnvik 62 MSDT	1917 T	Tromsø Østisen Fangst	Sunket Østisen 25/3	Isskruning Henlagt
31	Sjøblomsten D. Kristiansund 89 MHFQ	1905 T	Kristiansund Hvitehavet Fangst	Sunket nær Kap Kanin 30/3	Isskruning Henlagt
32	Skude D. Haugesund 279 JWQK	1855 J & S 2A2 NV	Larsnes Odda Kalksten	Strandet ved Haugshol- men (Sunn- møre) 19/10	Rorledning klik- ket Henlagt
33	Steingrim M. Oslo 666 MSHD	1918 Betong 1A1 NV	Nyborg Sølvorsborg Ballast	Strandet ved Sølvorsborg 26/8	Mangelfulle seil- beskrivelser og kart Føreren bot
34	Strøna D. Melbo 224 LFRJ	1887 Kom- posit	I Saudarkrok (Island) Salt	Strandet Island 15/9	Storm Føreren til- skrevet
35	Sælbarden D. Ålesund 133 MPQN	1917 T +A1 NV	Ålesund Hvitehavet Selfangst	Sunket Østisen 4/4	Isskruning Henlagt
36	Sælfangeren M. Ålesund 111 MPHB	1916 T	Ålesund Østisen Fangst	Sunket Kap Kanin 29/3	Isskruning Henlagt
X 37	Thora S. Oslo 228 MTJF	1919 T +A1 NV	Fredrikstad Portmadoc Trelast	Strandet Kondemnert Portmadoc 28/10	Orkan, sterkt tidevann Henlagt

Appendices D

Svi-Tor		Sailing Vessels														
Signal Letters.	Nr	Ship and Master	Class	Rig; Decks	Tonnage		Registered Dimensions Engl. Feet			Moulded Depth		When built	Where built	Materials, Sheathing, Repairs, Donkey Boiler, Bottom Survey &c.	Port of Registry Flag	Owners
					Gross Under dk.-Net.	Net	Length	Breadth	Depth	Summer Freeboard Ft. Ins.	Draught Ft. Ins.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
JVFS	49	Svithlod , <i>J. Viebke</i>		Sk.	200 178-168	104,7	26,8	10,8			350	15	Viken Vikens Skeppvarfs A.B.	Træ.	Viken Svensk	A. P. Horndahl, <i>Helsingborg</i>
KDNF	50	Sylva , <i>Olof Assarsson</i>		3mSk	202 176-175	105,5	26,1	10,6				22	Sölvsborg Sölvsborgs Varfs och Rederi A.B.	Træ.	Hven Svensk	Olof Assarsson
KGLC	51	Sörlandet [<i>skoleskib</i>]	*I A1	F. 2D	577 464-292	172,3	29,1	16,0	17-0			27	Kristiansand Høivolds Motor & mek. Verksted	St; 2V; Ba 27; OA 46; SK3; Δ	Kristiansand Norsk	Sørlandets Seilende Skoleskibs Institution
SBHP	1	Taimi , <i>Karlsson</i>		3mSk	170 -152	92,5	26,9	10,3		18-0	300	16	Lavansaari Tuomas Suuraho	Træ.	Rauma (Raumo) Finsk	Frans Kordelin
RTMS	2	Tarmo , <i>J. Pulli</i>		Sk.	292 247-252	130,4	28,7	12,3				21	Björkö P. Matikka	Træ.	Viipuri (Viborg) Finsk	Weljekset Peusa & Kumpp. O/Y
JRTP	3	Thea , <i>J. H. Backe</i>		3mSk	143 139-126	99,9	24,4	9,5		10-5	245	91	Timmernahnen S. Ohlsson	Træ.	Råå Svensk	John H. Backe m. f.
TPNJ	4	Thekla (ex Glenfarg), <i>J. A. Danielsson</i>		Bk. 1D-B	917 857-809	216,1	34,2	19,1	20-9	18-1	1400	81	Dundee A. Stephen & Son	J; IV; 3DA 33; SK8".	Mariehamn Finsk	Hugo Lundqvist
JTQC	5	Thor , <i>J. Johansson</i>		Sk.	142 124-119	98,6	24,2	8,4		11-0	210	14	Halmstad Halmstads Skeppvarf	Træ.	Halmstad Svensk	M. Öfverberg
MTJF	6	Thora (ex M/Aux „Rutho“) STRANDET 10.27.		Sk. 1D	288 237-244	124,3	27,1	12,5	14-2	13-3½	425	19	Grimstad A. S. Moen & Moy	F. E. b. sj; Ba (lav) 7; 4DA 26; Δ 2,25; 10,26.	Oslo Norsk	A/S Salisbury (Magnus Ö. Hanssen)
JRLA	7	Thorvald , <i>J.P. Jönsson</i>		3mSk	198 180-165	103,2	27,0	10,7			325	09	Thurs J. Ph. Jørgensen	Træ.	Viken Svensk	A. P. Horndahl, <i>Helsingborg</i>
NFVL	8	Thorvaldson		Bk. 1D	279 245-240	117,4	25,7	12,7		13-5	280	67	Kolboda H. Oisen	Træ.	Kjøbenhavn Dansk	Styrelsen af Kolonierne i Grønland
HKSG	9	Thule (ex Leufsta) Thyra se Tyra Tijuca se Damp- og Motorfartøier		Sk.	209 176-181	100,2	22,6	11,7				73	Ångskär E. Wireén	Træ; 4DA 15".	Stockholm Svensk	Thure Thubin, <i>Bro</i>
NWFO	10	Tjalfe		Bg.	222 -186	92,7	25,5	13,4				53	Svendborg P. Brandt	Træ.	Kjøbenhavn Dansk	Københavns Amatør-Sejlkub
SOVP	11	Toko		Gs.	103	91,2	23,3	6,6				07	Norsholm	Træ.	Norsholm Svensk	

Appendices E

From: "Per Gisle Galåen" <Per.Gisle.Galaen@marmuseum.no>
To: "mel_taylor88@hotmail.com" <mel_taylor88@hotmail.com>
Subject: SV: Kontaktskjema

Hi Melaine Taylor.

Thank you for the e-mail. We have some information about "Thora" in Norwegian only. See attachment. We also have photos of the ship. One of them shows the ship 1 week before she stranded in storm. We also have photos of "Thora" stranded at Porthmadog bay.

If you are interested you can buy photo-files. These costs 200 NOK each. We accept payment via Paypal or bank-transfer.

Best,
Per Gisle Galåen
Bibliotekleder / Head librarian
+47 24 11 41 62 /
per.gisle.galaen@marmuseum.no<<mailto:per.gisle.galaen@marmuseum.no>>

[sign]

Norsk Maritimt Museum / Norwegian Maritime Museum
Bygdøynevn. 37 / 0286 Oslo / Norway
www.marmuseum.no<<http://www.marmuseum.no/>>

-----Opprinnelig melding-----

Fra: mel_taylor88@hotmail.com [mailto:mel_taylor88@hotmail.com]
Sendt: 12. juni 2014 21:08
Til: SF_FellesPost
Emne: Kontaktskjema

Ditt navn: Melanie Taylor

Melding: Hi,

I am working on the site of a shipwreck, in Anglesey, North Wales (UK) for my Nautical Archaeology Society Part 4 project. We believe this site is the Thora (ex Rutho). Whilst looking for information about the vessels history I came across your website, as you mention the Thora (ex Rutho) in your archive. I understand that she was built by A. S. Moen and originally owned by T. A. Christiansen. Do you have any more information about her, her owner or her builder?

I would be grateful for any help you could offer.

Best wishes,

Melanie Taylor

E-post: mel_taylor88@hotmail.com<mailto:mel_taylor88@hotmail.com>

Bekreft e-post:

Vedlegg:

Verifiser at du er et menneske: [putther](#)

<image001.png>

<thora.pdf>

Appendices F

From:

To:

Sent: Tuesday, February 04, 2014 3:50 AM

Subject: FW: Thora

This is what we have and there is some scope here for further research..can you fire this up to Pete ad Mel?

To:

Mr Turner I have been unable to trace my File on the Thora so I am attaching some notes which I hope will be of use to you

Best
regards
john

Thora. (Remains can be seen at the Valley end of the Stanley Embankment."Cob" 2014)
Built in Norway

Laid up on the wall at Portmadoc.

In the 19th Century there used to be a sailing hulk moored in the Outer Harbour at Holyhead owned by Grayson's. Ship repairer (Birkenhead) who also owner of the Boat Yard. The vessel was used for coaling vessels sailing the Irish Sea.

Coal was brought from Liverpool by a coaster Herald to Trevor Dock in the Boat Yard Grayson's decided to cease this service. (What reason I haven't found out?)

Two Holyhead men one being Tommy Nunn Coal merchant, Water Side decided to look for a vessel to continue this service. They found the Thora brought it to Holyhead and tied her up on the Pelham Patch. Inner Harbour. They asked a shipwright from the Marine Yard to survey the vessel and found to their dismay that her back was broken. The Port Authority ordered them to remove the vessel and that was how she got to the Valley side of the "Cob".

Mr Chadwick bought the timber that could be used for sale as firewood leaving the hard wood.

There was/is a model in the Centre at Tan y Bwlch made by a man from Porthmadoc.

There is a picture of her in the book. Shipwrecks of North Wales by Ivor Wynne Jones. Fifth edition.2007.Page 64. Attached

The ships bell is in the hands of a descendant of Mr Nunn (Not in Holyhead)

Mercantile Navy List and Maritime Directory. Has a Thora. Official No98822.Port of Registry Bristol. Ketch.. No details of when and were built. Reg Tonnage.78.
ForwardLighterage.Co.,Lim.,Cory Buildings,Fenchurch Street,London.E.C.3.
Owner.Reginald J Speller.same address

In a message dated 01/02/2014 22:25:25 GMT Standard Time, writes:

Dear John

I am writing to you to let you know that the information on the Thora you were sending me did not arrive and would ask if you could possibly resend it

Best Regards
W.Turner

Appendices G

Dear Mrs Cluer

Thank you for all your generous assistance, and permission to use the photographs you have taken of the model.

The wreck itself is being surveyed and recorded by Mr Peter May and his colleague Melanie Taylor as part of their Nautical Archaeological Society training accreditation and with assistance and oversight from ourselves at Malvern Archaeological Diving Unit , tutors for and on behalf of the NAS.

Both Mr May and Miss Taylor have expressed an interest in attending your centre fairly soon and reviewing the model etc in person and to that end I have attached their contact details on the CC of this email. I do hope your team can assist them in their further research.

Further to my telephone call yesterday; we are planning to run an Intertidal Hulk Recording weekend on 1st & 2nd March at Lawrenny in Pembrokeshire on behalf of the NAS and Cadw.

We ran a couple of weekend courses at this site last year, and the wreck on this estuary is ideal for teaching both surveying techniques and wooden ship identification purposes . It also has an excellent classroom, accommodation and pub within walking distance.

While it is a fair distance to travel from Porthmadog area ,the lack of suitable sites so far identified on the coastal area in North Wales, other than the "THORA" at Holyhead, We were wondering if you might be interested in joining us on this weekend.

There would be no charge for the course in Lawrenny, people attending would just need to find their own way to Lawrenny, and sort out their own accommodation either at a local b&b or book themselves into the accommodation that we stay at which starts at £16 / head / night, and is attached to the classroom, see:

<http://www.lawrennyvillage.co.uk/hostel/>

This is a self catering option.

The course would start promptly at 0900 hrs 1st March and run until approximately 1600-1700 hrs on 2nd march. Its advised to bring warm waterproof clothing, work gloves and Wellington boots. as the foreshore can be cold, wet, as well as muddy.

I have also attached the website link for the NAS in case you wished to obtain a view of their work.

<http://www.nauticalarchaeologysociety.org/>

Malvern Archaeological Diving Unit [MADU] link..

<http://www.madu.freeseve.co.uk/>

Best Regards
W.Turner

From: Beth.Cluer@eryri-npa.gov.uk
To: t24419488@hotmail.com
CC: Nerys.Jones@eryri-npa.gov.uk
Subject: RE: Thoras Wrecking
Date: Wed, 5 Feb 2014 15:31:05 +0000

Hi William

The plot thickens...

Please find attached e mail sent in 2005 regarding the info that we have here. I have no idea who Trevor and Margaret Williams are and whether their e mail still exists. However Ann Thomas was one of our staff here at the Plas – she retired a couple of years ago but can be contacted (with her consent).

Nerys Jones at the Plas has helped me find the information attached.

The case seems fixed I'm afraid.

I may find out more and will let you know further if I do.

Best Regards

Beth

Beth Cluer
Swyddog Gweinyddu/Administration Officer
Hyforddiant Proffesiynol/Professional Training
Plas Tan y Bwlch
Maentwrog
Blaenau Ffestiniog
Gwynedd LL41 3YU

Tel: 01766 772604
Facs/Fax: 01766 772609

Attached:

From: Sent: 25 November 2005 14:18

To:

Subject: RE: Thora of Oslo

Dear Ann,

I have written the following short history of the model Thora which you require in Welsh & English. Could you or one of your colleagues please translate the information I will supply and e-mail the Welsh version back to me so that I can complete the presentation along with photographs. I intend to frame this and bring it to you. Many thanks. If you have any difficulty getting the translation done please get in touch and I will look for someone else to do it.

Kind regards, Trevor.

Thora of Oslo (Barquantine) - A Short History

Built as "RUTHO" in Grimstad, South Norway, in 1919 and registered as motor vessel as she had an auxiliary petrol engine.

In 1921 she was then registered as a sailing schooner and renamed THORA. Her last Captain was Christian Kristiansen and on voyage from Frederick Stad to Porthmadog with a cargo of timber the ship arrived in Porthmadog on 28th October, 1927 in stormy weather. When entering the harbour she was struck by a squall and became stranded on Trwyn Pier at the western end of Hollands Wharf (see photograph).

She was examined and deemed unseaworthy and was bought by the father of David Rees Davies, the man who built the model. Bits and pieces such as sails, spars, ropes, etc were sold locally. The hull, however was sold to Mr William Nunn and family, coal merchants in Holyhead, to where it was towed and used for coal storage. The hull broke from her moorings and was wrecked on the beach at the end of the Stanley Embankment (see photograph). The end of the Thora of Oslo.

Information and photograph kindly provided by Mr Eifion Davies, Curator of the Maritime Museum, Porthmadog and also by the son of the late David Rees Davies.

=====
Message Received: Oct 21 2005, 04:13 PM

From: "Ann Thomas"

To:

Cc:

Subject: Thora of Oslo

Dear

On clearing my desk today, I find your kind note re. the Thora of Oslo dated 20 Oct 04!!!!!!!!!!!!!!!!!!!!!!!!!!!!

I realise that I have not heard anything from the family of the man who made the model and was wondering if you had any info. However, so much time has passed that it may be very inconvenient for you to have to retrace your steps. Any help gratefully received but please don't go to too much trouble. Diolch Ann Thomas.

Mae'r e-bost hwn ac unrhyw atodiad iddo yn gyfrinachol ac fe'i bwriedir ar gyfer y sawl a enwir arno yn unig. Gall gynnwys gwybodaeth freintiedig. Os yw wedi eich cyrraedd trwy gamgymeriad ni ellwch ei gopio, ei ddosbarthu na'i ddangos i unrhyw un arall a dylech gysylltu a'r anfonwr ar unwaith. Mae unrhyw gynnwys nad yw'n ymwneud a busnes swyddogol y corff sy'n anfon yr e-bost yn bersonol i'r awdur.

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