



Welsh Wreck Web Research Project (North Cardigan Bay)

**On-line research into several vessels that ran
aground in Cardigan Bay, but survived.**

The vessels in this report are:

Resolution, Zebulon & Jane (1835); Bertholly (1843), Victoria (1851), Culloden (1854), Lord Elgin (1855), Plynylmon (1856, 1858 & 1863), Troy (1859), Britannia (1860), Margaret & Jane (1863), Ryerson (1874), Edward O'Brien (1875), Julia A. Merritt & Charlotte (1877), Dusty Miller (1878), Haab (1884), Magnolia (1886), Telephone (1892 & 1903), Glendarroch (1893), Sierra Morena (1894), Andrada (1895), Arno (1895) and Syren (1908).



Sarn Badrig; 'The Ship-Breaking Causeway'. This photo was taken by the author at low-water on a spring-tide in a location over eight miles west of Barmouth.

Report Title: *Welsh Wreck Web Research Project (North Cardigan Bay)*

On-line and practical research into several vessels that were in danger or ran ashore in Cardigan Bay to the north of Aberdovey, or ran into danger or were stranded on Sarn Badrig, the drying reef that is the main hazard to shipping in this area.

Note that none of these vessels were actually wrecked.

Compiled by: Chris Holden
33, Meadowcroft, Higher Kinnerton, Chester CH4 9AY
holden03@globalnet.co.uk
01244 660579 / 07812 408215

On behalf of: Nautical Archaeology Society
Fort Cumberland Fort Cumberland Road Portsmouth PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by: Malvern Archaeological Diving Unit
17 Hornyold Road Malvern Worcestershire WR14 1QQ Tel: +44 (0)1684 574774 E-mail:
MADUdiving@gmail.com Web Site: www.madu.org.uk

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1.0 Abstract

The Malvern Archaeological Diving Unit (MADU) currently has a database of 453 shipwrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from 1590 to 1993 and very few have been investigated in any depth!

The author of this report is an amateur diver who has visited many of the shipwrecks around the Welsh coast between Barmouth and the Dee Estuary. He wrote and published 'The Essential Underwater Guide to North Wales, Volumes One and Two', and co-wrote 'Life and Death on the Royal Charter'.

He is also the licensee of the submarine 'Resurgam', a historic vessel that lies on the seabed off Rhyl after being lost in 1880.

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2.2 Contributors

Chris Holden.

2.3 Abbreviations used in this report:

MADU Malvern Archaeological Diving Unit

NAS Nautical Archaeology Society

Shipwreck Index of the British Isles. Larne. Volume 5

CPH Chris Holden

3.0 Introduction

The author has spent many wonderful days exploring the seabed in the northern part of Cardigan Bay, and has visited some of the shipwrecks that have occurred there. Several of these wrecks remain unidentified, and this report should help to eliminate some of the names that have been suggested for these wrecks.

Note that the spelling of the town of Porthmadog varies in the early newspapers, so it may appear as 'Port Madoc' or 'Portmadoc'. 'Tudwal' also appears as 'Tudwall' or 'Tudwel'. Aberystwyth appears as 'Aberystwith'.

Caernarfon appears as 'Carnarvon' or 'Caernarvon'.

Wherever possible, the spellings in the published newspapers have been used.

4.0 Background.

The author has spent many hours scanning the microfilmed copies of the 19th-Century newspapers, and would like to acknowledge the tremendous effort previously done by the late John Stubbs, who kindly allowed the author of this report to access his records.

Research is now much easier, given that we have access to these newspapers from our homes via the internet, thereby allowing quicker and more thorough research to be undertaken from the comfort of our home rather than from a prison cell in the old county jail at Ruthin.

5.0 Research Methodology.

Equipment and sources used:

Richard Larne's Shipwreck Index of the British Isles. West Coast and Wales.

Gwynedd Archives Record Office, Caernarfon.

Denbighshire Records Office, Ruthin.

British Library on-line newspaper records.

National Library of Wales on-line records.

Lloyd's List records.

6.0 Details.

This report gives details of incidents that involved the following vessels, but note that *all of them sailed or steamed away from danger, or were pulled to safety by steam-tugs.*

Resolution, Zebulon & Jane (1835); Bertholly (1843), Victoria (1851), Culloden (1854), Lord Elgin (1855), Plynymon (1856, 1858 & 1863), Troy (1859), Britannia (1860), Margaret & Jane (1863), Ryerson (1874), Edward O'Brien (1875), Julia A. Merritt & Charlotte (1877), Dusty Miller (1878), Haab (1884), Magnolia (1886), Telephone (1892 & 1903), Glendarroch (1893), Sierra Morena (1894), Andrada (1895), Arno (1895) and Syren (1908).

Location.

The vessels described here all ran foul of the reefs, beaches and sandbanks that exist in Cardigan Bay, to the north of Aberdovey.

Overview.

The harbours of Mochras, Barmouth and Porthmadog are located at the mouth of estuaries that have extensive sandbanks and narrow, shallow channels that create severe hazards for any vessel entering or leaving port. An additional danger is that of Sarn Badrig, otherwise known as St. Patrick's Causeway, a drying reef that stretches in a north-east to south-west direction from Mochras point for a distance of approximately ten miles.

Lewis Morris, in the survey made by him in 1748, describes Sarn Badrig as follows:

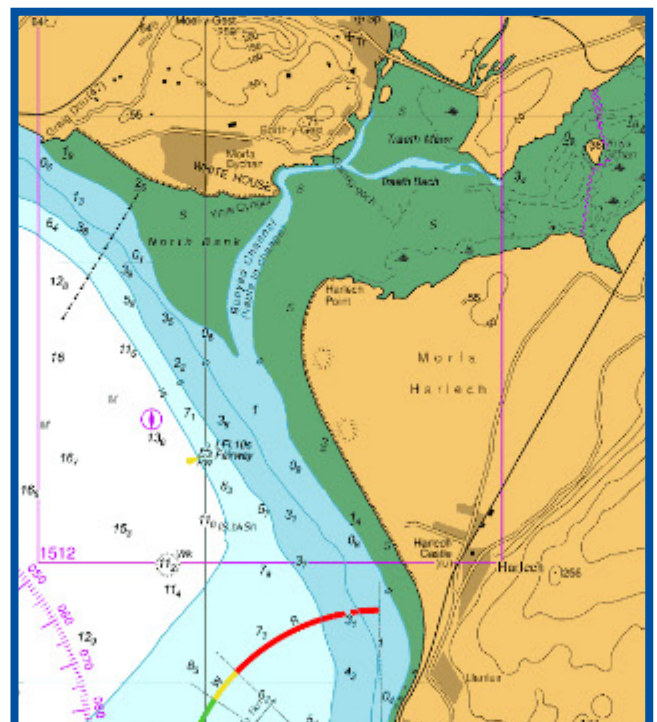
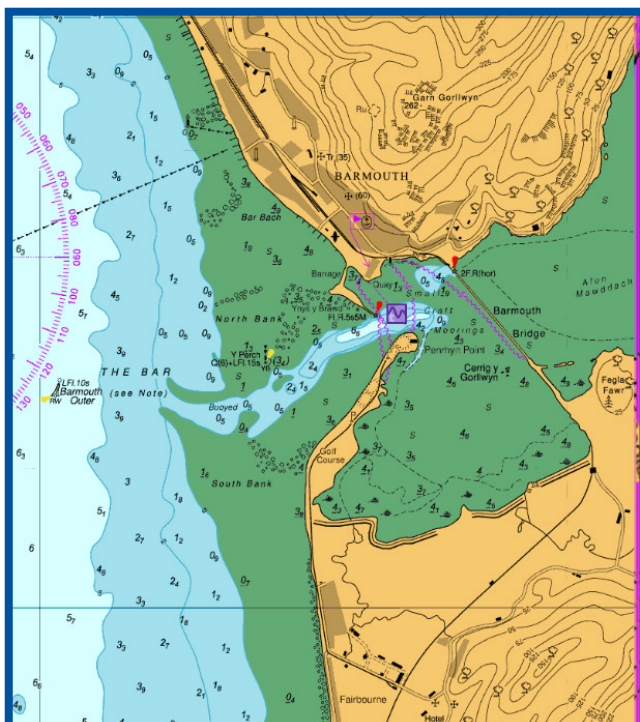
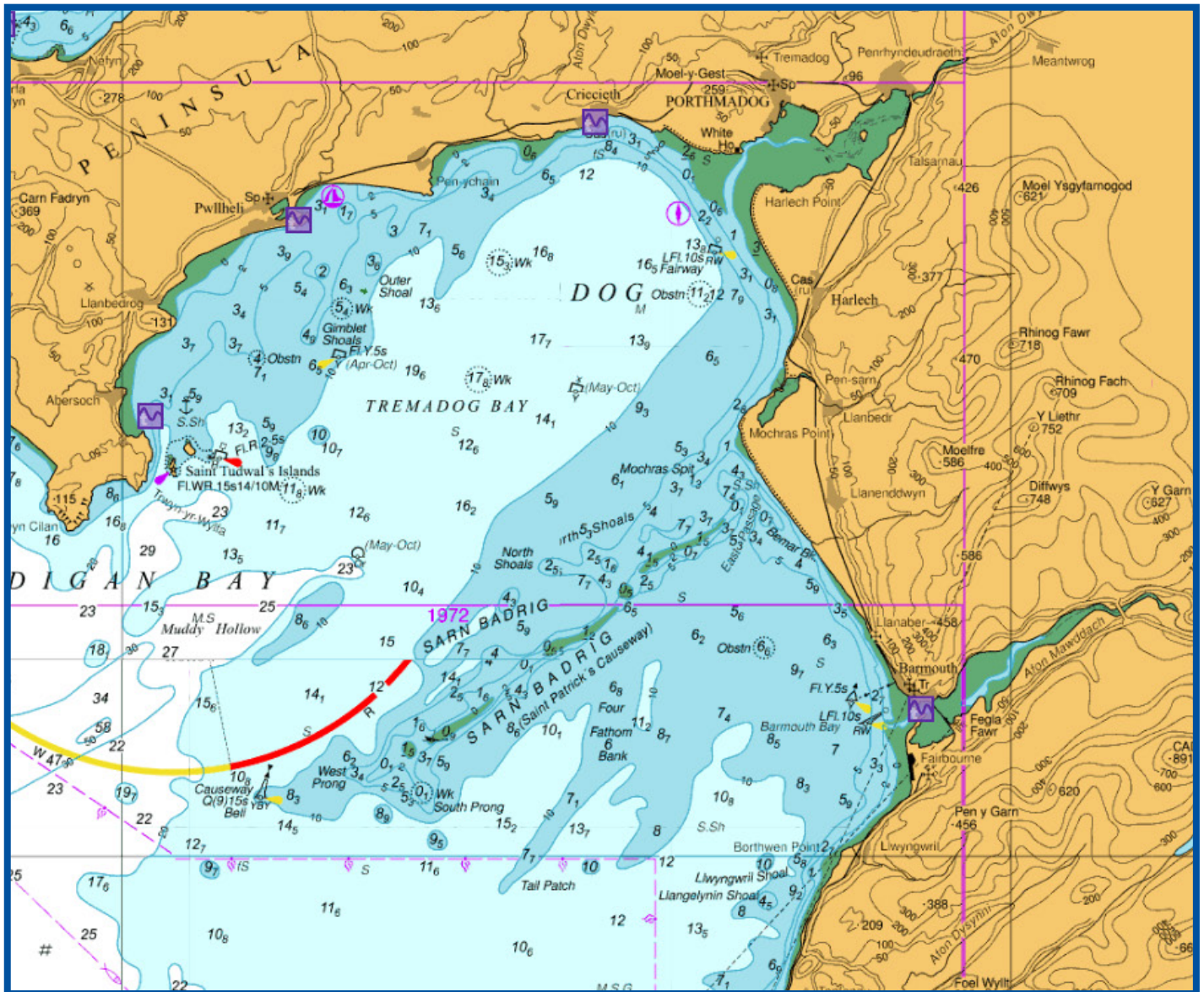
This is a ledge of rocks, very narrow and steep to on the North Side, but with regular soundings on the other. It comes dry on Spring Tides, for Twenty Miles to Sea, from the coast of Merionethshire, lying about E,N.E and W.S.W.

*The extreme End of this Ledge of Rocks lies about Four Leagues S.S.W. from St. Tudwal's Road. Abundance of vessels have been lost in this Bay, owing in a great measure to Captain Collin's charts, which make Ten and Twenty Fathom water in the very Middle of this Ground, which comes dry last Quarter Ebb; In which he is followed by all our mercenary Chart-contrivers, none of whom ever saw the Places they pretend to describe. Have been upon ye Innermost part of Sarn Badrig and have taken many soundings. **The more I know it, the more terrible it is.***

In 1781, the writer Thomas Pennant described the reef as follows:

*It is deservedly called Sarn Badrig, (or more properly Badrhwyg, **The Ship-breaking Causeway**) from the number of ships lost upon it. This shoal is dry at the ebb of spring tides, and marked in storms by terrible breakers. Tradition says that this part of the sea had been a habitable hundred called Cantre'r Gwaelod (Lowland Hundred), and that it was overwhelmed by the sea about the year 500 in the time of Gwyddno Goronhir.*

Location.



ZEBULON & RESOLUTION

A gale in September, 1835, created havoc all around the coast of Wales, with two vessels, the 'Resolution' and the 'Zebulon' being forced to anchor out at sea in Cardigan Bay. Using local knowledge, the 'Resolution' was brought safely into port, while the 'Zebulon' suffered such damage that she had to return to Liverpool for repairs rather than continue her trans-Atlantic voyage.

Vessel Name: Zebulon. Type: Barque. Built in 1821.

Construction Materials: Wooden hull. Weight: 296 tons. Owners. Swales & Co.

Registered at Liverpool. Voyage; Liverpool to Canada.

Vessel Name: Resolution. Master: Harris. Type: Brig. Built in 1801.

Construction Materials: Wooden hull. Weight: 98 tons. Owners. Harris & Co.

Registered at Cardiff.

Morning Post. Friday, 4 September, 1835.

LIVERPOOL. Entered for loading. Zebulon, Foster, for Richibucto.

Public Ledger and Daily Advertiser. Thursday 17 September, 1835.

The Zebulon, from Liverpool to Richibucto, is supposed to be lost in Cardigan Bay.

Liverpool Mercury. Friday, 18 September, 1835.

Zebulon, Foster, ran onto the Causeway in Barmouth Bay, during a gale on the 11th inst.

Lloyd's List. Friday, 18 September, 1835.

Zebulon, bound to Richibucto, putting back after being on shore near Barmouth.

Liverpool Standard. Friday, 18 September, 1835.

Sept. 16. Off Holyhead, inward bound.. No. 874. Zebulon. B. Bk. at half-past one, p.m.

Morning Advertiser. Saturday 19 September, 1835.

LIVERPOOL. September 16. The Zebulon, bound to Richebucto, is off this port, putting back after being on shore near Barmouth.

The Cambrian. 26th September 1835.

THE LATE STORM. On Friday se'nnight a barque and a brig were seen at anchor about ten miles off in Cardigan bay, and in a rather dangerous situation. Early on Saturday morning the lifeboat was manned by an efficient crew, and put to sea to their assistance.

The brig proved to be the Resolution, Harris, master, bound from Whitehaven to Cardiff, with iron ore; *two of the lifeboat crew boarded her, and piloted her safe into this port.*

The barque was the Zebulon, Foster, master, outward bound in ballast, from Liverpool to Quebec; she unfortunately had been on the causeway and had sustained considerable damage, which had disabled her so much as to render it necessary she should return to Liverpool to refit.

JANE

Fog was one of many weather conditions that could lead to the grounding of a vessel, and in November, 1835, the brig 'Jane' ran onto Sarn Badrig. Fortunately, the Barmouth boatmen came to her aid.

Vessel Name: Jane. Type: Brig. Built at Caernarfon in 1826.

Construction Materials: Wooden hull. Owners; Jones & Co. Weight: 70 tons.

Port Belonging to; Beaumaris.

The Welshman. 13th November 1835.

BARMOUTH. On Tuesday last, in the afternoon, a brig was observed from Barmouth to be near the causeway, Sarn Badrig, and within about two miles of the shore leading towards Harlech. The weather was exceedingly hazy, and the sea at the time running high, she was in the most perilous situation. The Barmouth boatmen were at first unwilling to go to her assistance, as they had on former occasions been so inadequately recompensed by other vessels in similar circumstances but through the kind interference of Mr. Anderson, of the Custom-house, T. Walter, master of the boat Gannet was prevailed on to go to her; she would otherwise soon have become a total wreck, as she was in the direction of the causeway. Before the boat had completed her errand of mercy, it was ascertained that the vessel in distress was the Jane, of Carnarvon, Jones, master, laden with slates, bound for London. *Happily she was got off without having sustained any serious injury.* The fog being so intensely thick she had lost her way. The Captain imagined that she was other side of Bardsey!

Our correspondent complains that the remuneration of the boatmen's gallant conduct, was very far below what it ought to have been. Shabbiness in such a case, if in any, is impolitic.

BERTHOLLY

Early reports say that the 'Bertholly' was expected to become a wreck when she ran ashore to the south of Barmouth, but later reports show that she survived the ordeal to continue trading for some years afterwards.

Vessel Name: Bertholly. Type: Schooner. Built in 1837 at Newport.

Construction Materials: Wooden hull. Weight: 58 tons.

Owners. Graves & Co. Voyage; Port Madoc to London.

St. James Chronicle. Thursday 19 January, 1843.

Barmouth. Jan 16. The Bertholly, from Port Madoc, went ashore at Celynin, eight miles south-west of this port. 15th inst., and is expected to become a wreck. Crew (except one) saved.

Carnarvon & Denbigh Herald. January 21, 1843.

The 'Bertholly', of Newport, Jones, master, laden with slates, from Port Madoc, came ashore on Saturday morning, under Celynin Church. She had left the St. Tudwell's on Tuesday, and was near the Bishops when the gale commenced. The master, and two of the crew, lashed themselves to the rigging, and were safely landed about noon. One man came ashore upon a raft, soon after the vessel struck; the other poor fellow, Hugh Roberts, a native of Port Madoc, was found dead in the hold. He had been unwell for a day or two, and was too weak to ascend the rigging, although every assistance was offered by his shipmates. The vessel is in a much better state than could be expected, and, it is very probably, she may be got off, after discharging part, or perhaps all of the cargo. Half the vessel was insured.

Lloyd's List. Monday, 23 January, 1843.

The Bertholly, of Newport, which was on shore 15th inst., has been got off this morning, and has arrived at Barmouth.

Birmingham Journal. Saturday, 22 July, 1843.

Gloucester Ship News. Bertholly, Port Madoc, 91 tons of slate, Price & Co.

Worcester Journal. Thursday, 21 September, 1843.

From London.... the Bertholly, with railway materials.

VICTORIA

The master of the 'Victoria' must have feared the worst when his vessel ran aground on Sarn Badrig in 1851, as he abandoned his vessel to take his wife to safety. With assistance from a local boat, the 'Victoria' was re-floated and saved.

Vessel Name: Victoria. Type: Schooner. Built in 1848. Construction Materials: Wooden hull. Weight: 71 tons. Owners. Crompton. Registered at Liverpool. She appears in Lloyd's Registry for 1851/52 & 1853/54.

Carnarvon and Denbigh Herald. 9th August 1851

PWLLHELI.—On Thursday, the 31st ult., the Margaret, of Abersoch, Owen Williams, master, discovered a Malacca-rigged schooner on the Western point of St. Patrick's Causeway, called the Victoria, of and for Liverpool, Reay, master, from Laguna, in the Gulf of Mexico, laden with logwood and fustic*. The master, wife, and three of the crew had left in a boat for Barmouth, leaving three of the crew on board.

The vessel was taken off the Causeway, apparently having sustained but little damage, *and was brought by the salvors safe to this harbour, where she now remains.* Had it not been for the timely arrival of the Margaret, the vessel, in all probability, would have been a total wreck.

- * Fustic is a common name for several plants and a dye produced from these plants:
A dye made from Maclura tinctoria (old fustic)
A dye made from Cotinus coggygria (young fustic)

CULLODEN

Along with the 'Pride of the Sea', the 'Culloden' ran onto Sarn Badrig in December, 1854, with the 'Pride of the Sea' subsequently catching fire and being totally burnt out. The 'Culloden' was then washed ashore and offered for sale. In February of the following year, she was re-floated and taken into Caernarfon, but it was more than twelve months later that she was fully ready to be towed to Liverpool.

Vessel Name: Culloden. Type: Ship.

Built St. John, Canada in 1855. Construction Materials: Wooden hull.

Weight: 1,147 tons. Home Port Liverpool.

Lloyd's List. Monday, 11 December, 1854.

Barmouth. 9th. Dec. The Culloden (ship), Wallace, of and from St. John, N.B. (*New Brunswick, Canada*), for Liverpool, with timber, struck on the Causeway Reef in this bay about 7 miles from the shore last night, and remains with her keel alongside her; crew saved, and part of her materials expected to be saved.

Shipping & Mercantile Gazette. Tuesday, 12 December, 1854.

PORTMADOC. Dec. 11. S.W., strong, with rain.

This morning, at two, flames were seen issuing from the American ship *Pride of the Sea*, Hooper, from New Orleans for Liverpool, and shortly after, she was one mass of fire fore and aft, and now lies a perfect wreck; this wind is likely to send the cargo (cotton) this side of the bay. The other ship, *Culloden*, Wallace, of and from St. John for Liverpool, appears so far to lie well, but as the tides are taking off, she may not float for some days, without a gale from S.W. intervenes, which has great influence on the water here.

Liverpool Standard. Tuesday, 12 December, 1854.

The *Culloden*, Wallace, from St. John, N.B. is on shore near the west end of the Causeway. Captain and crew landed here, and have just returned in the lifeboat to the ship. It is feared she will become a wreck.

Express (London). Thursday, 14 December, 1854.

The *Culloden* lies ashore, quite upright, and should the weather be moderate, might be got off at spring tides.

Shipping and Mercantile Gazette. Saturday, 16 December, 1854.

BARMOUTH. Dec. 15. W: Strong. The American ship *Pride of the Sea*, Hooper, from New Orleans, has been burnt to the water's edge, and the cotton has been washed on shore, between Portmadoc and Barmouth, to the extent of about 100 bales, and will be conveyed to a shipping place for Liverpool.

The ship *Culloden*, Wallace, of and from St. John(N.) is still in the same position as before reported, but is likely to shift on the spring tides.

North Wales Chronicle and Advertiser for the Principality. 16th December 1854.

WRECKS OFF THE COAST OF BARMOUTH AND A SHIP ON FIRE. On Friday night, the 8th inst., two large vessels struck on St. Patrick's Causeway, viz., the "Pride of the Sea", of Baltimore, Capt. Hooper, 2,000 tons, on her passage from New Orleans to Liverpool laden with cotton, a fine ship, quite new, all the crew were saved, seven in their own boat and the rest by the new steamer "Victoria", Capt. Peter Jones, of this port, which, after an unsuccessful attempt of the new lifeboat to cross the bay, the wind and a heavy head-sea right against her, took the life-boat in tow, and after encountering a tremendous sea, reached the distressed mariners, all of whom, 28 in number, she brought safely to land, towing two lifeboats with their crew, and three of the ship's boats after her. The Criccieth Lifeboatmen had boarded the ill-fated vessel before ours. One of the ship's boats capsized containing the men's clothes, when two men were thrown into the sea, but were soon picked up by our gallant lifeboat men, The steamer was engaged to ply between the town and the wreck on the following day (Sunday) in order to save as much as possible of the most valuable articles, but, awful to relate, at 3 o'clock on Monday morning, a fire broke out, which illuminated the whole bay. What a grand, but awful sight. She still continue to burn, up to the time I am finishing my report, 10 o'clock, Monday night, and actually throws light into my room, from the distance of 6 miles! She has been blazing for 19 hours, and the raging fury of the element is not the least diminished. *The other ill-fated vessel, the "Culloden" of St. Johns*, 1,500 tons, laden with timber, and bound to Liverpool, the whole of the crew of which came safe to shore in their own boats about 3 o'clock on Saturday morning. This vessel struck about 2 miles to the westward of her companion in distress. The oldest inhabitant never saw such calamities on this coast before; it is consoling to think that no lives were sacrificed.

Morning Post. Saturday, 23 December, 1854.

Barmouth. December 21. It blew a very heavy gale here last night from the SW. The Pride of the Sea has broken up and gone adrift. *The Culloden has beat over the reef of rocks on which she lay, and is now on the mainland, about four miles of Harlech*, and will be nearly dry at low water.

Wrexham and Denbighshire Advertiser. 23rd December 1854

The splendid bark, Pride of the Sea, reported as burnt to the water's edge, in Cardigan Bay, seven miles off Barmouth, presented an awfully grand spectacle. The fire raged without intermission for 30 hours, and illuminated the country for miles. The range of the Merionethshire Hills was brilliantly lighted up and presented a wild and beautiful picture. The gale blew so strongly all the time that no boats could put out, and the vessel was one entire sheet of flame fore and aft. The cargo, said to be worth £30,000, is said to be fully insured, partly at Lloyd's and partly in Liverpool. Fragments of burnt timbers now strew the coast, and about 120 bales, besides a large quantity of loose cotton, have been washed ashore. The ship was nearly now and splendidly fitted. The crew had fortunately left the vessel in their boats, which were in tow of the Barmouth river steamer, but they had a narrow escape, as in passing Barmouth Bar their boats got swamped in a surf, and the men were struggling in the water, but they were picked up by the lifeboat-men, two of whose boats were following to guard against accident. Strong suspicions were entertained that the vessel had been set on fire by the crew, but the master, who is sole owner, said, it was his belief that the catastrophe was

North Wales Chronicle. 6th January 1855.

On Account of whom it may concern.

TO BE SOLD BY AUCTION,
At HARLECH, Merionethshire, North Wales, at
ROBERT ROBERTS' HOTEL, on WEDNESDAY, 10th
January, 1855, at 12 o'clock,
THE HULL of the New Ship "CULLODEN,"
of St. John, N.B., burthen per register, 1147
tons, together with Anchors and Chains, Masts,
Spars, and Standing Rigging, as she now, or may
then lie stranded, near to the above place.
Also, the CARGO of the above Ship, consisting of
Pine and Birch Timber, in the Lower Hold, and
Spruce Deals and Scantling, in the 'Tween Decks.
Also, the SAILS, and a portion of the Running
Rigging, with some Provisions and Stores, as they
now lie on the shore.
Apply to STITT, COUBROUGH, and STITT, Mer-
chants, Liverpool; or to CUNARD, MUNN, and Co.,
Brokers, 3, York Buildings, Dale-street, Liverpool.

occasioned by spontaneous combustion. He supposed the cotton had been smouldering for some time, and that a draught was occasioned by the removal of a hatch, to get at some new rigging to be taken on shore, and that the admission of the air caused the flames to burst forth.

Liverpool Mail. Saturday, 30 December, 1854.

Barmouth. The Culloden still remains on the north-west point of the Causeway, where she first struck, and lies perfectly upright. Part of her keel has washed on shore.

Caernarvon & Denbigh Herald. Saturday, 30 December, 1854.

Barmouth. A Special meeting of the magistrates for this district was held on the 27th inst., at the Goraygedol Arms to award compensation for services rendered by the steamer Victoria to the Pride of the Sea and to the sloop Bridget to the Culloden. The first case called upon was the claim of the Culloden for £80. Mr. David Pugh, Dolgelley, attended for the claimant, and stated the case. It appeared that on the 10th inst., the Bridget, at the request of Captain Wallace, went to the Culloden and brought to Barmouth a cargo of ropes, sails and other ship materials. The whole were valued at £240. Six witnesses were called in support of the claim, and were cross-examined by Captain Wallace as to the state of the weather. Award £80.

Lloyd's List. Thursday, 22 February, 1855.

Pwllheli. 19th Feb. The Culloden, Wallace, from St. John, N.B. to Liverpool, which went ashore on the Main in Cardigan Bay 22nd Dec, last, *floats off yesterday after being partly discharged, and was towed into Caernarvon.*

North Wales Chronicle, Saturday, April 26, 1856. (*Over 12-months later.*)

Sailed. Culloden. Williams. Carnarvon – The Culloden. On Tuesday morning, two steam tugs came over to take this wreck from the Victoria Pier to Liverpool. One of them, in coming through the Swellies in the morning, touched the rocks, and leaked so much as to disable her. However, she was speedily repaired, and in the course of the evening, all left together.

LORD ELGIN

Having left Liverpool, the 'Lord Elgin' only got as far as Cardigan Bay before running into difficulty. Having displayed signals of distress, the Portmadoc lifeboat went out to help, but the 'Lord Elgin' managed to escape the perils of Cardigan Bay. There appears to be some confusion as to her destination, as this is given as 'Africa', but a month after leaving Liverpool, she is reported to have arrived at Demerara in South America.

Vessel Name: Lord Elgin. Type: Barque. Built in 1847, New Brunswick, Canada.
Construction Materials: Wooden hull. Weight: 351 tons. Owners. Booker & Co.
Registered at Liverpool. She appears in Lloyd's Registry for 1857/58.

Liverpool Standard and General Commercial Advertiser. Tuesday, 27 February 1855.
SAILED. Lord Elgin. Whatton. Africa.

Liverpool Mercury. Tuesday, March 6, 1855.

The Royal National Lifeboat (late Shipwreck) Institution has granted a reward of £5 10s. to the crew of the lifeboat of the Institution stationed at Portmadoc, for their prompt services in going off, on seeing signal of distress, to the assistance of the crew of the barque Earl Elgin, from Africa to Liverpool. *[SIC]* After the boat had gone a distance of between eight and ten miles, *the ship got on her way and proceeded to her destination.*

Liverpool Mercury. Friday, 9 March. 1855.

Lord Elgin, hence for Africa, at Scilly, with loss of main topmast, mizen-mast, yards &c.

Liverpool Mail. Saturday, 10 March, 1855.

The Lord Elgin, of this port, was spoken to in Lat 49 N. Lon 8 W. with loss of main and mizen topmasts.

Note - This position is around 80 miles south-west of the Isles of Scilly.

Express. 23 March, 1855.

LIVERPOOL SHIPS AT FOREIGN PORTS. Lord Elgin, at Demerara.

Shipping Gazette. Wednesday, 18 April, 1855.

Demerara. Loading. Lord Elgin for Liverpool.

PLYNLYMON

The 'Plynlymon' was a small steamship that traded around the ports of Cardigan Bay, collecting and delivering goods and passengers at Liverpool, Pwllheli, Porthmadog, Aberystwyth and Bristol. Despite a history of breakdowns and a habit of running aground, she wasn't wrecked on the coast of Wales.

Vessel Name: Plynlymon. Type: Steamer. Built in 1856 at Liverpool.

Construction Materials: Iron hull. Weight: 230 tons builder's measurement.

Owners. Cambrian Steam Packet Company.

The Welshman. 24th October 1856.

LAUNCH OF THE PLYNLYMON. Recently the Plynlymon, a new iron screw steam vessel lately building for the Cambrian steam packet company, limited, by Messrs. Thomas Vernon, and Sons, the eminent firm of iron ship builders of Liverpool, was launched from their yard in the Brunswick Dock. The Plynlymon has been designed with a view to the peculiar requirements of the station on which she is to be worked, and is considered to be a very fine specimen of her class. Her dimensions are, length 120 feet, beam 20 feet, depth 11 feet. She is of 230 tons builder's measurement, with auxiliary engines of 45 horse power, and will attain an average exceeding nine knots an hour. She is capable of stowing above 200 tons of cargo has excellent accommodation for from 25 to 30 cabin passengers, and above 200

The Welshman. 19th December 1856.

on deck with a draught of water not exceeding eight feet six inches. Since being launched her engines and boilers have been fixed, and it is expected she will make her trial trip in the course of the present month. The design for her figure head is as appropriate as it is well executed, and represents a Welsh bard with his harp. We understand that the Plynlymon is the commencement only of a regularly organized system of steam communication between Aberystwith, Liverpool, Bristol, Portmadoc, and other ports and places of resort on the Welsh coast, the want of which has for long time been much felt, and in the absence of railways the benefits resulting to the country from such a communication will be very great, and we heartily wish the promoters may meet with the success due to the enterprise they have shown in providing for the requirements of the public.

WEEKLY STEAM COMMUNICATION				
TO AND FROM				
ABERYSTWITH AND LIVERPOOL,				
CALLING AT				
PORTMADOC, and ABERYSTWITH, and BRISTOL.				
THE CAMBRIAN STEAM PACKET COMPANY				
(LIMITED)				
Unless prevented by any unforeseen occurrence, intend dispatching, with GOODS and PASSENGERS, their New and Powerful SCREW STEAMER,				
"THE PLYNLYMON,"				
230 Tons Burthen, 45 Horse Power,				
CAPTAIN WILLIAM WRAIGHT, Master,				
OR SOME OTHER SUITABLE VESSEL, AS UNDER:—				
		LEAVING	FOR	A.T.
Tues.	Dec. 2	Aberystwith	Liverpool	8 A.M.
Thurs.	" 4	Liverpool	Portmadoc & Aberystwith	2 P.M.
Sat.	" 6	Portmadoc	Aberystwith	4 P.M.
Tues.	" 9	Aberystwith	Bristol	4 A.M.
Thurs.	" 11	Bristol	Aberystwith	5 P.M.
Sat.	" 13	Aberystwith	Liverpool	7 P.M.
Tues.	" 16	Liverpool	Aberystwith & Portmadoc	1 P.M.
Thurs.	" 18	Aberystwith	Portmadoc	10 P.M.
Sat.	" 20	Portmadoc	Liverpool	10 A.M.
Tues.	" 23	Liverpool	Portmadoc & Aberystwith	7 A.M.
Thurs.	" 25	Portmadoc	Aberystwith	3 P.M.
Sat.	" 27	Aberystwith	Bristol	6 P.M.
Tues.	" 30	Bristol	Aberystwith	8 P.M.

The Welshman. 26th March 1858.

ABERYSTWITH. — Arrived, the (s.s.) Plynlymon, Wraight, from Liverpool;

The Aberystwith Observer. 31st July 1858

SEA EXCURSION. On the 23rd inst., the Cambrian Steam Packet Company, dispatched the Plynlymon on a trip to Pwllheli. It started at 10 o'clock in the morning, with about 80 excursionists, having a band of music on board. The company, after landing at the place of destination, whilst pursuing their various amusements, detained the Steamer much beyond the intended hour of re-embarking, so that it did not return till early dawn next morning.

The Welshman. 17th December 1858.

ABERYSTWITH.—On Monday last the steamer Plynlymon, on her passage from Liverpool to this town, struck on the patches, a foul and rocky ground situated at the end of St. Cynfelin's Causeway, about ten miles out at sea, and most dangerous to vessels, several having been wrecked there. About twenty years since a schooner named the *Ardente* was wrecked on the same spot. It was at first feared that the Plynlymon would become a total wreck, *but such fears were happily groundless, as successful efforts were made to tow her away by a number of boats and she was brought into the harbour.* The damage has been ascertained to be much less than was supposed. As soon as she struck, all the passengers were safely landed by the boats.

The Aberystwith Observer. 18th December 1858

ACCIDENT TO THE PLYNLYMON.—On Tuesday morning last the inhabitants of this town were greatly alarmed by the report that the Steamer Plynlymon, bound from Liverpool to this port, had struck on the Patches, some 7 miles off this place, and become a total wreck. However, it soon appeared, as seen below, that but part of the above was true. It seems that at about 10 p.m., on Monday last, the vessel struck on one of the stones on the Patches, which immediately caused an extensive leak. She did not however stop thereon, but proceeded until her engine-room was filled with water, and her fires extinguished. She was then in 3 and a half fathoms of water; her anchor was let go; her boats lowered, and the passengers sent onshore in charge of the second mate, and were all safely landed in front of the Terrace. In the meantime a special messenger had been dispatched to Holyhead to procure the assistance of a Tug Boat, which has since arrived off the place. On Wednesday, the ship, by warping and the assistance of boats, was brought off the port, where she anchored. It was ebb tide at the time, with a heavy sea on the bar; *she was notwithstanding brought safely into the harbour* and has since discharged the whole of her cargo in good condition. We have not as yet heard what may be the extent of the damage sustained.

The Welshman. 18th June 1858

ABERYSTWITH.—PLEASURE TRIP.—On Friday last, the steamer Plynlymon made a pleasure trip to Bardsey Island, when a great number of visitors and others availed themselves of the opportunity, and doubtless enjoyed themselves. A brass band was on board, and the attention to the comfort of the party was all that could be desired to make the trip pleasant.

The Aberystwith Observer. 12th November 1859.

The full-rigged ship Nelson, 1600 tons burthen, which was driven into this bay during the late gale, (as reported in our last,) has safely arrived in the new harbour at Holyhead, in tow of the Plynlymon.

The Aberystwith Observer. 3rd March 1860.

THE LATE GALE.—On Sunday last we were visited by a violent storm, which continued with unabated fury during the whole of Monday, and most part of Tuesday. So severe was it during Sunday night, that much apprehension was felt for the safety of the steamer Plynlymon, which had sailed that morning from this port for Liverpool; but we are happy to learn that she has safely arrived at her destination, after a fearfully rough passage.

The Aberystwith Observer. 9th May 1860.

CAMBRIAN STEAM PACKET COMPANY. The fourth general annual meeting of this company was held at the company's office, in London, on the 8th instant, W. S. Crealock, Esq., in the chair. The auditor's report on the state of the balance sheet was laid on the table, from which it appeared that in the year 1859, the loss on the working of the steamer was £985 12s. 3d, including 7 and a half per cent depreciation of stock, being £31 more than the loss in 1858, and £600 less than in 1857. This is attributed in the director's report to the accident which the Plynlymon met with in Cardigan Bay, the repairing of which cost £700, the general depression of the trade, and the loss of the Holyhead trade for the last four or five months, the steamer Regalia having been put on in opposition. The total amount received for freights during the year is £4,211 18s. 5d., being £314. 11s. 9d. less than the previous year. The amount received for fares was £296. 12s. 3d., being £205. 14s. 0d, less than the previous year. The total amount of the ship's earnings in the year 1859 was £5,992 16s.

The Aberystwith Observer. 16th June 1860.

THE PLYNLYMON STEAMER.—An accident has happened to the machinery of this vessel, which has prevented her making her appearance in our port this week as yet. This mishap we fear will make the long-expected dividend of the shareholders farther off than ever.

North Wales Chronicle and Advertiser for the Principality. 16th June 1860.

THE "PLYNLYMON" STEAMER. To the Editor of the North Wales Chronicle.

Sir, In the last impression of your excellent paper, it was reported that the shaft of the propeller of the Plynlymon was broken in the act of reversing to square the vessel with the wharf. I am now glad to say that the same was successfully welded, &c., by Mr. John Henry Williams, Britannia Foundry, of this town, and was taken on board on the 11th inst., but owing to the strong westerly gales and low-tides, it could not be fixed till this morning. Taking into consideration Mr. Williams' small smithy, it is a wonder that he has been able to do the work, and it speaks highly of his enterprising spirit and ingenuity, and he undoubtedly deserves the thanks of the Cambrian Steam Packet Company, in saving them a great expense by his ingenuity and skill, and thus showing that the little port may be proud that such an undertaking has been so satisfactorily completed, and the affair speaks highly of the enterprising spirit of the inhabitants.

W. BARROW. Portmadoc, 13th June, 1860.

North Wales Chronicle. 4th May 1861.

AMLWCH. The schooner “Elizabeth Davies,” of Aberystwyth, James Davies, master, on her passage from Newport to Runcorn, with a cargo of railway iron, at 7 p. m., on the 26th of April, struck on the Middle Mouse, having dragged her anchor, damaged her keel, and in a leaky state, was towed off to the Harbour by the Plynlymon steamer, assisted into port by the Harbour boat.

Lloyd’s List. 2nd Nov., 1863.

Portmadoc. The PLYNLYMON,(s), from Liverpool, in attempting to get in, grounded on the South Bank, near the chequered buoy, where she remains, and, as the tides are falling off, she must be lightened; if the weather moderate, assistance will be rendered next tide.

Lloyd’s List. 3rd Nov., 1863.

Portmadoc. A tug succeeded this morning in towing off the PLYNLYMON (ss) from Liverpool, which grounded on the South Bank, but she grounded again on the North side, and now lies in a more dangerous place.

North Wales Chronicle. 14th November 1863.

PORT MADOC. THE PLYNLYMON. We are happy to learn that the steam vessel Plynlymon, which was stranded on Monday week on the Bar at the entrance of the river, *was floated safely on Saturday last*, and steamed up at once to the harbour, and apparently not much the worse for her long detention. On Monday the cargo was unloaded so that, fortunately, the loss sustained was chiefly the loss of time.

North Wales Chronicle. 27th February 1864

PORTMADOC. February 25th. —Arrived -Plynlymon (s.s.) White

The Pembrokehire Herald and General Advertiser. 25th March 1870.

ANOTHER ACCIDENT TO A STEAMER.—The mail steamer Ulster, Captain Triphook, did not arrive in Kingstown the other morning till after eight o’clock, having been detained off the Welsh coast by a dense fog. When about twenty miles east of the Kish Light ship the Ulster, was signalled by a three-masted steamer, apparently in distress. It was ascertained that her name was the Plynlymon, a screw collier, that trades between Dublin and Liverpool. After discharging her cargo of coals she loaded porter and general goods, and sailed from Dublin on Tuesday night; when outside the Kish she lost her propeller, and although hove-to under canvas, she drove to the eastward, owing to the force of a heavy westerly wind, which prevailed, and continued to blow with violence until three o’clock on Thursday afternoon, when it died away to almost a calm. The captain of the Plynlymon requested steam tugs to be sent out to his assistance, in order, if possible, to get towed back to Dublin; but owing to the squally and threatening appearance of the weather, and the general belief of nautical men that the captain of the screw would take advantage of the fair wind, and put her head for Liverpool, no boats were sent out.

TROY

The lighthouse on Bardsey Island marks the north-west limit of Cardigan Bay, so the master of the 'Troy' must have received a severe shock when he realised that he had mistaken this navigational feature for the Arklow Light-vessel, located near the east coast of Ireland, and over 40 miles to the west of Bardsey.

Name: Troy. Type: Ship. Construction Materials: Wooden hull. 712 tons.
Built in 1854 at Trescott, Maine, USA. Home Port; Boston, USA. Owner J.C. Bond.

North Wales Chronicle. 28th November 1859.

BARMOUTH. On the morning of the 19th, a ship was observed in the bay, close on shore. Soon after day-break she was seen to wear and stand for Sarn Badrig, (St. Patrick's Causeway.) The lifeboat of the Royal National Lifeboat Institution was immediately got out, but before she reached the ship, the vessel was on the causeway, thumping heavily. The life-boat remained alongside the vessel for about four hours, when the ship beat over the causeway. *As she fortunately made no water and required no further assistance*, the boat left her with one of the boat's crew on board, to assist to take her to Liverpool. She proved to be the Troy, of Boston, from New Orleans to Liverpool. Our correspondent adds, "I never saw people so glad to see us as the captain and crew of the vessel were. They thought that they were in Carnarvon Bay, near Holyhead. They mistook Bardsey Light for the Arklow Lightship. They never allowed for the inset of the tide." The lifeboat was reported to have behaved very well on the occasion.

London Evening Standard - Tuesday 22 November 1859.

BARMOUTH. Nov. 20. The Troy, ship, of Boston, New Orleans to Liverpool, got ashore on St. Patrick's Causeway, but floated off with the tide.
LIVERPOOL. Off the port. Troy, from New Orleans.

Lloyd's List. Thursday 24 November 1859.

LIVERPOOL. Arrived from New Orleans, Troy, Godfrey, making 4 inches of water per hour.

Sheffield Daily Telegraph - Saturday 03 December 1859.

A reward of £6 was awarded to the crew of the Barmouth lifeboat for putting off to the assistance of the Troy, of Boston, US, cotton laden, which during foggy weather was seen on shore in a dangerous position.

North Wales Chronicle and Advertiser for the Principality. 10th December 1859.

BARMOUTH. The life-boat, belonging to the Royal National Lifeboat Institution, stationed at this port, having rendered essential services to the ship "Troy", of Boston, U. S., on the 19th ult., a claim for salvage was tendered, which was refused but through the exertions of Mr. Maxwell, the spirited receiver of wreck at this place, a settlement was arrived at, and the men have been handsomely paid. Had it not been for his prompt and strenuous exertions, the men would not have had a farthing. We understand that he also succeeded in getting two shares extra, for the use of the life-boat; certainly, he is entitled to much honour and credit.

BRITANNIA

The second American ship within two months to encounter the hazards of Cardigan Bay because of poor navigation, the 'Britannia' came ashore near Barmouth, with the ship's master thinking that he was much further north, and off Holyhead. None of the ship's complement was lost, but four local boatmen died when their boat capsized while helping to re-float the 'Britannia', a task that was later completed with the aid of steam-tugs.

Vessel Name: Britannia. Type: Ship. Built at Bath, USA in 1853.

Construction Materials: Wooden hull. Weight: 1,090 tons.

Owners: Patten. Home Port; Bath, USA.

The Cardiff Times. 7th January 1860.

On Friday morning, in Cardigan Bay, a two-thousand ton ship, called the Britannia, Captain Pulling, belonging to Bath, in the United States, was cast ashore at Bumarfawr, Llanddwye, near Barmouth. She was bound to Liverpool from Savannah, laden with a valuable cargo of cotton. The captain and a portion of the crew saved themselves in one of the boats, and the remainder were taken off by the Barmouth life-boat, She is heavily insured. Several other casualties were on Saturday reported along the coast.

Carnarvon & Denbigh Herald. 7th January, 1860.

BARMOUTH.—Wreck of a large American Ship - Information was received at this place on Friday evening, the 30th December that a large full-rigged ship was stranded under Dyffryn. In a short time the land was crowded with anxious spectators. She proved to be the Britannia, of Bath, United States, of 1,090 tons register, Capt. Potter [SIC], from Savannah to Liverpool with cotton. Operations are actually going on in order to have her discharged as quickly as possible, under the management of Capt. Potter, from Liverpool, assisted by Mr. Evans, Lloyd's agent at this place. A steamer arrived from Liverpool a day or two ago to give any assistance, and eventually to endeavour to tow her off. Should the weather moderate she may get off, but with the present westerly gales, and the increasing tides the hopes for her safety are not sanguine. Several of the crew landed in the boat, but a special messenger was dispatched to hasten out the Lifeboat, which, however, had left some time before, or as soon as the vessel was reported ashore, and she might be seen hopping over the large waves majestically. On arrival at the vessel she behaved nobly indeed, and might be seen to stand upright and to fill several times with water, when she immediately emptied herself, and having taken on board thirteen of the crew, including the Captain's wife, she set off for Mochras, where she arrived safely. Capt. Potter has testified to the gallantry displayed by his crew and the admirable style in which the Boat did her duty. The crew have received £1 each from the Royal National Lifeboat Institution, and Capt. Potter has promised that a further reward shall be given. This Lifeboat, which belongs exclusively to the Royal National Lifeboat Institution, was lengthened at their sole expense some time ago. They are also erecting a new and more commodious building for the reception. Such humane acts call for the assistance of the charitably disposed to this excellent Institution.

North Wales Chronicle. 7th January 1860.

Barmouth. Dec. 31. I have much pleasure in reporting the additional valuable services of the Barmouth lifeboat, belonging to the Royal National Lifeboat Institution. A large ship, the *Britannia*, of Bath, United States, was seen ashore early yesterday morning, about four miles hence, wind S.W., blowing very hard. The lifeboat was with some difficulty pulled over the bar, owing to the strong spring-tide against her and the wind; the sail was set to run to the vessel. The sea alongside was awful - so much so that I expected to see the boat capsize every moment, or dashed to atoms against the ship's side. The lifeboat behaved far beyond the expectation of everybody. Fourteen persons, including the captain's wife, were taken from the wreck; five men preferred remaining on board, who came on shore the next morning in one of the ship's boats. The lifeboat filled very often, but soon discharged the water. One of the ship's crew had a very narrow escape of being crushed to pieces between the ship and the boat. He fell in trying to get on board the lifeboat, and but for the activity of some of the boat's crew, he must have been killed. It is blowing very hard, and is very thick. I should not be surprised if we had another wreck before morning. It will probably be remembered that this valuable lifeboat was instrumental a few weeks ago in saving another American ship, the *Troy*, with her valuable cargo of cotton from destruction.

Lloyd's List - Saturday 07 January 1860.

Up to the night of Jan 4th, 1,208 bales of cotton were discharged from the *Britannia*.

Shipping and Mercantile Gazette. Thursday, 12 January, 1860.

The American ship *Britannia*, Patten, from Savannah, which was on shore, having discharged her cargo of cotton except 500 bales, *was towed from the beach this morning by the steam-tug and anchored off the bar*. A sad accident occurred on Monday last; a boat was plying between the ship and tugboat, with six men in her; she capsized, and four of the boat's crew were drowned (seamen belonging to Barmouth). Captain Potter of the *Britannia* had a very narrow escape, and is now under medical treatment.

Liverpool Daily Post. Friday, 13 January, 1860.

BARMOUTH. Jan 11. The *Britannia* is now at anchor off this port, having been towed off by steam-tugs. 3,437 bales of cotton were discharged from her up to last night.

Caernarvon & Denbigh Herald. Saturday 14 January 1860.**SHIPWRECK AT BARMOUTH. FOUR LIVES LOST.**

Our readers will be sorry to learn that a most melancholy and fatal accident took place near the wreck of the *Britannia*, lately stranded on the shore near this town.

During the whole of last week, active operations had been going on with the view of landing her cargo, and if possible, getting her afloat. A steam-tug from Liverpool was in attendance to aid the operations. Upwards of 4,000 bales of cotton were landed, and on Monday the tide was high enough to deem it tenable for an attempt to be made to get her off. This was attempted, but failed. Very shortly afterwards Captain Potter proceeded in a small boat to the steamer. The boat was manned by five local sailors, named John Rees, David Jones. William Jones, Griffith Jones, and Robert Owen. They reached the steamer safe, the captain going on board, whilst the boat and crew lay alongside. He remained on board about an hour, and

proceeded on their return trip. Having come within about 50 yards of the wreck, by some means unexplained, the boat gave half a turn, so that its side got parallel with the waves, and was at once swamped, and the six were thrown into the surf. The accident was seen from the vessel and the shore, and signals were made for assistance from the steamer. She came to the edge of the breakers, and those on board distinctly saw the poor fellows struggling with the waves. They had also a lifeboat on board ready for launching, but no attempt was made to do so, and after remaining by a short time, they steamed away. William Jones swam ashore, much exhausted, and the captain was saved by his own mate. Three of the others were washed up dead, whilst in Robert Owen there were distinct symptoms of life. Such remedies as those on the spot knew of were applied at once, apparently successfully, and he was removed to the Llanddwywe Inn, about half a-mile off, where the remedies were continued, and Dr. Owen sent for. However, it was of no avail, as the vital spark departed before he could arrive. Whether the appliances were the proper ones it is not for us to criticise, but we can vouch for all being done with the best intentions. The captain was so much exhausted that he was obliged to stay at the Llanddwywe Inn the next day. William Jones was also nearly perishing through weakness. We must not fail here to notify the fact that prominent in exertions from the shore to rescue the poor fellows was woman whose name we could not ascertain, but with which we shall be furnished by next week. She was several times up to her waist in the breakers. John Rees, one of the deceased, has a wife and two young children, she being also far advanced in pregnancy. David Jones has also left a wife and two children: each family are in a humble station in life. We are happy to announce that immediate steps will be taken under the leadership of the agents of the vessel and cargo, to raise money to relieve their wants, and otherwise alleviate their suffering and destitution. The other deceased persons were single men.

An inquest on the bodies was opened in the afternoon. before G. J. Williams, coroner, and the following jurors: Mr. B. Richards, timber merchant; Captains W. Owen; W. Martin; James Pugh; W. Roberts; Messrs. W. Williams, joiner; D. Evans, draper; John Jones, do.; Morris Williams, mason; R. Jones, draper; Capt. Lewis Lewis; Mr. John Evans, grocer; Capt. Lewis Edwards.

After the bodies had been viewed, William Jones, the seaman, and William Cousins, the second mate of the Britannia, gave evidence, but it was a mere repetition of the facts above detailed

The Coroner said that Captain Potter, of the Britannia, was upstairs and ready to be examined. The captain of the steamer had thought proper to put out to sea, although he knew the enquiry was going to take place. He would, if they wished, adjourn to compel his attendance.

The jury said that such a course would not throw more light on the occasion and brought in a verdict— ‘Accidentally drowned by the upsetting of a boat ‘

Since the above was penned, the poor wife of John Rees has been safely delivered of a boy. On hearing the news, Captain Potter and the gentlemen connected with the underwriters, sent her a pound each.

Lloyd's Weekly Newspaper. Sunday, 15 January, 1860.**BOAT ACCIDENT AND LOSS OF FOUR LIVES.**

Barmouth Jan. 10. Yesterday morning, a very melancholy accident happened to the boat of the American ship *Britannia*, of Bath, which grounded off this place on the 30th ult. The boat, manned by the captain and five other men, was proceeding from the ship to a steam-tug, which is engaged in attempting to get the vessel off. The boat broached to and capsized, drowning unfortunately, four men, the ship's master and another person being saved. When the ship stranded about a week ago, thirteen of her crew and the master's wife were rescued by the lifeboat of the Royal National Lifeboat Institution, stationed at Barmouth. On that occasion, one of the ship's crew had a most narrow escape of his life, having fallen in a heavy surf between the lifeboat and the ship. By the extra-ordinary exertions of two of the lifeboat's crew, the man's life was saved. It is somewhat singular that those very two men were drowned on Sunday by the accident to the ship's boat. They have left wives and several children. This is the second large American ship which has grounded in Cardigan Bay within the last few weeks, and probably both vessels would have gone to destruction and their crews perished but for the timely services of the Barmouth lifeboat of the National Lifeboat Institution. It is evident that the ship's master believed at the time that they were above Holyhead, near where the *Royal Charter* was wrecked.

North Wales Chronicle. 21st January 1860.

BARMOUTH. On Thursday, the 12th instant, the whole town collected together to pay the last tribute of respect to the four athletic young men, who were accidentally drowned on the preceding Monday, by the capsizing of a boat, near the stranded ship, "*Britannia*." The coffins were alike, and all covered with union jacks; two young sailors carried others in front of the mournful procession. It was rumoured in the vast multitude, that the Rector had kindly promised to return all the offerings on the occasion to the bereaved families of the deceased, which he faithfully performed. The company connected with the affairs of the "*Britannia*" have granted the noble sum of £55 towards the same object, which no doubt will be yet increased by other companies. Much praise is also due to Capt. Chas. Potter, of Liverpool, the agent of the consignees, for his liberal subscription, and for representing this melancholy case to other influential companies. Subscriptions on a large scale are being entered into for the benefit of the fatherless and widow, headed by the worthy Member for the County. We wish the Rev. Mr. Williams, (the curate,) and Mr. Maxwell, (the officer of customs) every success as collectors towards this most deserving cause.

MARGARET & JANE

But for the vigilance of a local sea-captain, the bravery of the Barmouth boatmen, and sheer good luck, the captain and crew of the “Margaret and Jane” would have perished when their vessel struck Sarn Badrig before drifting ashore.

Vessel Name: Margaret and Jane. Type: Schooner.

Construction Materials: Wooden hull. Weight: 73 tons.

Home Port; Dublin. Owner Charles Connely, Esq., St. John's Quay, Dublin.

Lloyd's List. December 7, 1863.

BARMOUTH 4th Dec. The MARGARET & JANE (schooner), of Dublin, in ballast, went ashore on a sandbank off this place last night; crew saved by the lifeboat of the Royal National Lifeboat Institution.

North Wales Chronicle and Advertiser for the Principality. 12th December 1863

BARMOUTH GALLANT RESCUE. The gale on Thursday, the 3rd instant, raged here with all its fury, but, providentially, no vessel could be seen in the bay during the day; but as Captain Edwards was retiring to bed, after 11 o'clock on Thursday night, he saw a light several times from a vessel in distress. This was sufficient for a man of his experience. Out he went; sent the crier through the town, and soon collected a band of brave men, who manned the lifeboat, and were soon out of sight in the raging storm, and many a heart throbbed for the safety of the lifeboat crew. It was now midnight; and about one the boat returned with five human beings, who had early in the day given up all hopes of being saved. This, the master stated. The vessel proved to be the schooner Margaret Jane, of Dublin, 73 tons register, Captain McGeachy, bound from Dublin to Bristow Ferry. They had cut down the mainmast, had lost their two anchors and chains, were driven across the dangerous causeway, had all their canvas blown into shreds, and were expecting every moment to be dashed to pieces against the rocks, when the gallant rescue was made.

On Friday morning, the vessel had run ashore to the mainland near the entrance to the bar, from where she got off about noon without much further damage. Captain Edwards is deserving of all praise for the manly courage and promptitude he always evinces whenever life or property is in jeopardy. He is, besides, one of the foremost in any act of charity or improvement in the town; and well may the inhabitants of Barmouth be proud of such a townsman.

Caernarvon & Denbigh Herald. Saturday, 12 December 1863.

Barmouth. The late gales. On Thursday, the 3rd inst., this town was visited by one of the most terrible gales ever known on this part of the coast; the streets in the town were literally strewn with slates, and in one instance, the roof of a house was completely blown off. Vessels in the harbour were tossed about in a frightful manner, but up to midnight, no wreck was visible. Towards midnight, however, a cry was heard for the lifeboat. The ever vigilant Captain Evan Edwards, before retiring to rest, had scanned the horizon towards the south coast, and descried a light no larger than a star, in fact, so small that a question arose whether it was a light or star. It was, however, found to be a light of distress, and the captain immediately sent

for the bellman through the town to rouse the men to man the lifeboat, which they responded to with a will that showed there was true pluck in the Barmouth tars.

The boat was out, manned, and on her perilous passage in the course of a few minutes, and after pulling against a head-wind, they succeeded in reaching the wreck and rescuing its exhausted crew, five in number. On being landed, Captain Evan Edwards provided them with every comfort at the Hen Blas Inn, and too much praise cannot be given to the worthy captain for his humanity and fellow-feeling. ***The vessel was brought into harbour the following day, and proved to be the schooner Margaret and Jane***, McGeachy, master, of and from Dublin, in ballast for Bristol Channel, owner Charles Connely, Esq., St. John's Quay, Dublin. The vessel had been beating about all day, and had struck on Sarn Badrig twice, lost both anchors, mainmast, and the sails were torn to ribbons. It is evident by the state the vessel was found in, that the poor fellows must have suffered fearfully. It is satisfactory to know that on Mr. Jenkins, customs' officer, secretary to this branch of the Lifeboat Institution, representing the case to the parent society, they have been pleased to award £12 to the crew of the lifeboat, which the men undoubtedly deserved.

Monmouthshire Merlin. 12th December 1863.

THE LATE GALES.—The following is a list of the noble services rendered by the boats of the National Life-boat Institution during the fearful gales of last week; Barque Ina, of North Shields, 14 men saved; Ship David White Clinton, of New York, 8; Fishing-boat, of Tenby, 3; ***schooner Margaret and Jane, of Dublin, 5***; barque Duke of Northumberland, 18; Fishing-boat, of Filey, 2; Schooner Economy, of Portmadoc, saved vessel and crew of 5; Lugger Vigilant, of Piel, saved vessel and crew of 4; Ship Jupiter, of London, 8; Schooner Maria, of Amlwch, 4; Schooner Harry Russell, of Glasgow, saved vessel and crew of 9; Schooner L'Esperance, of Nantes, 2; Schooner, Elizabeth, of Whitehaven, 4; Barque Elizabeth Morrow, of Glasgow, 19; Barque Confidence, of Liverpool, 23 — total, 125, making a grand total of 352 lives saved by the lifeboats of the institution during the present year alone.

RYERSON

Once again, a local steam-tug came to the aid of a cotton-laden square-rigged ship that had run aground on St. Patrick's Causeway as a result of poor navigation.

Vessel Name: Ryerson. Type: Full-rigged Ship.

Construction Materials: Wooden hull. Built 1872 at Nova Scotia. Weight: 1,428 tons.

Owners. John K. Ryerson & Co. Home Port; Yarmouth, Nova Scotia.

The Cambrian News and Merionethshire Standard. 5th June 1874.

A SHIP ON ST. PATRICK'S CAUSEWAY. Early on Monday morning, June 1st, a large ship was seen in Cardigan Bay within a few miles of Barmouth Bar, and in a short time afterwards she was observed to be on St. Patrick's Causeway. The Barmouth lifeboat was manned and set off to her assistance, and the wind being fair, got alongside of her in a short time. When the lifeboat got to her the vessel was on the Causeway, and remained on it for three hours and a half, when she backed off with the tide. The ship proved to be the Ryerson, Captain Denis, 1,428 tons burden, belonging to Yarmouth, Nova Scotia, with a cargo of cotton from New Orleans, for Liverpool. The Captain, it seems, mistook the Bay, and supposed himself to be in Carnarvon Bay.

The Cambrian News and Merionethshire Standard. 5th June 1874

SHIP ON ST. PATRICK'S CAUSEWAY.—It is high time that a lighthouse should be erected to warn navigators of the presence of this causeway, which has been the cause of the destruction of many a noble vessel. On the morning of the 1st June (as we record elsewhere), the weather being hazy and rather thick, the Ryerson, Captain Denis, 1,428 tons, bound with a cargo of cotton from New Orleans to Liverpool, struck on a point of the causeway nearly opposite Barmouth. She managed to tack a little and let down an anchor. In that position she remained until she was reached by the tugboat, the Wave of Life, which started to her assistance from Portmadoc about ten a.m. on Tuesday, and for three hours towed her into the open sea, and having shaped her course for Bardsey Sound the steam-tug parted her company about 9.30 p.m., and the Ryerson then proceeded on her way to Liverpool. The amount of salvage has been left to be decided by the Admiralty.

The York Herald (York, England), Wednesday, June 10, 1874.

The Barmouth Lifeboat had also been afloat this week to a large full-rigged ship which had gone aground on St. Patrick's Causeway. Fortunately, the vessel, which proved to be the Ryerson, of Yarmouth, Nova Scotia, *was extricated from her dangerous position with the aid of a steam-tug.*

EDWARD O'BRIEN & ISCA

The steam-tugs and steamers that operated in Cardigan Bay were responsible for the re-floating of many of the vessels that ran ashore. The Edward O'Brien and the Isca managed to cross the Atlantic Ocean without mishap, but the former ran onto the flat, sandy beach at Morfa Bychan (Black Rock Sands) near Porthmadog, while the latter ran aground at the entrance to Porthmadog Harbour. Both were hauled off by steam-powered vessels, and the newspaper articles shown here show that there was good money to be made locally from vessels that ran ashore, but were not wrecked. Reading through the newspaper reports, it shows how important it is not to rely on the initial information printed there.

Vessel Name: Edward O'Brien. Type: Ship (Lloyd's) or Barque (Newspapers).
Built in Warren, Maine, USA in 1848. Construction Materials: Wooden hull.
Weight 797 tons. Home Port: Thomaston, Maine, USA. Owner E, O'Brien.

Vessel Name: Isca. Type: Barque, Brig or Ship (accounts vary).
Built in 1868 at Exmouth. Construction Materials: Wooden hull. Weight: 293 tons net.
Owners. Maypee. Home Port; London. Master; Mathew.

Leicester Chronicle. February 20, 1875.

SHIPWRECKS ON THE WELSH COAST. Early on Monday morning, during a thick fog, the barque Edward O'Brien, of Thomas Town [SIC], from Mobile, with a cargo of cotton for Liverpool, stranded on Morfa Bychan, Portmadoc. Her cargo was discharged into lighters for conveyance to Liverpool. During the same night the ship Osea, [SIC] of London, laden with sugar from Bahia, struck on Portmadoc Bank, and sank. She is likely to be raised, but her valuable cargo is useless.

Shipping and Mercantile Gazette. Tuesday, 23 February, 1875.

PORTMADOC. Feb. 22: Some 40 tons more of sugar in a damaged state were landed this morning, ex Isca. Should the weather keep moderate, the vessel may be got off.

North Wales Chronicle and Advertiser for the Principality. 27th February 1875.

PORTMADOC. THE SHIPPING DISASTERS. The barque, "Edward O'Brien", which ran aground at Morfa Bychan, *has since been got off*. More than half of her cargo has been discharged in Portmadoc. The vessel sailed for Liverpool, but has put into Holyhead, in consequence of making water. When sounded in Holyhead, it was found that she had made about twelve feet of water.

The "Isca", which ran aground on the bar, *has also got off and towed to Portmadoc*. She has a cargo of sugar, which is now nearly all discharged under the active supervision of Lloyd's agent, Mr Griffith Edwards, of Barmouth. He has sold the cargo to Mr D. Roberts, merchant, Portmadoc, at a good figure. There are 318 tons of sugar on board the vessel. *The vessel was got off by the steamer "Rebecca", which trades between this port and Liverpool.*



The gently-sloping beach at Morfa Bychan (Black Rock Sands) stretches for over a mile.

The Morning Post (London, England), Friday, March 05, 1875.

The Portmadoc lifeboat remained some time by the stranded ship “Edward O’Brien”, of St. Thomas, N.S., and landed five of her crew.

The Cambrian News and Merionethshire Standard. 26th February 1875.

THE TUG BOATS.—A correspondent writes:—”The Press is generally eagle-eyed to discover wrongs and to find out grievances; but it is unaccountable to me that what I consider a most unjustifiable and unwarrantable proceeding on the part of the Tugboat Company should have so long escaped your notice. This Company has, for a long time, been notorious for their extraordinary, if I may not call it extortionate charges, for assisting or bringing out of danger distressed ships. When the Edward O’Brien was ship-wrecked at Morfa Bychan, they demanded an amount which was considered so enormous for unloading and taking off the cotton and bringing the ship off that the parties interested in it at once telegraphed to Liverpool for tugboats. Again when the wrecked and sunken Osea [SIC] of London was raised, they demanded, it is said, £300. What we want is an opposition company, but it is very unfair for an existing company to take advantage of an absence of opposition to charge unreasonably for their services. I believe an opposition company is about to be started’

The Cambrian News and Merionethshire Standard. 5th March 1875.**THE PORTMADOC STEAM TUG COMPANY.**

Sir – A correspondent under the date of the 26th Feb states that “when the ship Edward O’Brien stranded on Morfa Bychan, the Portmadoc Steam Tug Company demanded an amount which was considered so enormous for loading and taking off the cotton, and bringing the ship off, by the parties interested in it, that they at once telegraphed to Liverpool for two tug boats. Again, when the wrecked and sunken vessel, the Osea, of London, was raised, they demanded, it is said, £300.”

With regard to the ship Edward O’Brien the facts are these:-

On Saturday. the 13th. February, the master of the Edward O’Brien came to Portmadoc and enquired for a steam tug to tow his vessel off the strand, and what would be the charge. The directors of the Steam Tug Company replied that they could not name any sum, as our boats were not intended for towing vessels off the beach, but for towing ships in and out of the harbour of Portmadoc and the neighbouring ports. They, at the same time, said they were willing to take the boat to the ship, and endeavour, if possible, to save ship and cargo, and leave the subject of payment to be settled by arbitration. The captain agreed verbally to this, and the company’s new boat, The Wave of Life”, proceeded over the bar to the ship, with the captain of the Edward O’Brien on board, although the weather was at the time very dark, and the risk to the boat very great. It is utterly incorrect to state that the directors demanded an amount which was considered enormous. The reason why the party interested in the O’Brien telegraphed to Liverpool for other tug boats was that our tug boat, with the assistance of the s.s. “Rebecca”, had failed to get the Edward O’Brien off.

It might be proper to state that the Directors of the s.s. “Rebecca”, a trader between this port and Liverpool, wished to become partners in the affair. They agreed with the Directors of the Steam Tug Company that they, the Directors of the s.s. “Rebecca”, were to receive one-third of what-ever amount would be received, if we succeeded in getting the vessel off, or one-third of any amount received by the Directors of the Steam Tug Company for any services rendered.

With regard to the brig Isca (which your correspondent incorrectly calls Osea), he is equally mistaken, inasmuch as the demand made by the Directors was the same as what had been agreed upon for the salvage of the cargo of sugar. The best proof that could be adduced that the Steam Tug Company do not take advantage of the absence of the absence of opposition is that in all cases, they have been able to come to a settlement for services rendered to vessels in distress since 1862, when the Company was formed, without going to litigation. Whereas our neighbours, when they happen to fall in with a vessel in distress, clap an Admiralty Writ upon her.

Even the Press, eagle-eyed as it is, cannot be expected to discover wrongs where wrongs do not exist. I may further state that many of the shareholders of the Steam Tug Co. have some little property at sea, and it is natural that they should wish to deal leniently and fairly with all vessels in distress.

As for unloading the ship Edward O’Brien, not a word passed between the persons interested in it and the Directors of the Steam Tug Company. The above are the facts, and they cannot be contradicted.

One of the Shareholders.

JULIA A. MERRITT & CHARLOTTE

These two vessels ran into trouble in November, 1877, and both attracted to attention of the local steam-tugs. The Charlotte managed to escape without assistance, but the newspaper article below shows just how intense negotiations were between the captains of the tugs and a stranded vessel.

Vessel Name: Julia A. Merritt. Type: Schooner. Built in 1872. Built at New Brunswick.
Construction Materials: Wooden hull. Weight: 178 tons.
Owners. John Moore Taylor, St. Johns, New Brunswick. Home Port; St. Johns.

Vessel Name: Charlotte. Type: Brigantine.

Cambrian News and Merionethshire Standard. 30th November 1877.

SHIP IN DISTRESS. The “Julia A. Merritt”, of St. John’s, New Brunswick, Buckhard master, bound in ballast from Dundalk to Sydney, Cape Breton, was seen in distress on November 23rd, in Cardigan Bay, running for upper Pwllheli harbour. The vessel miss-stayed, owing to the topsails being disabled. The master, finding that the vessel would not stay, ran her ashore on the Abererch beach. He at once drove to Portmadoc to try to get a tugboat to tow her off next tide. The Steam Tug Company asked him £ 100 for trying, and £25 per tide after that; but the master refused to accept the services of the tugboat on that condition, but offered them £60 for trying to get her off, and £ 100 for towing her safely to the Gimlet Rock. The Company said they would do nothing for less than the terms they had given. As he was leaving Portmadoc, Capt. G. Griffiths went after him and offered that the tugboat should try to get her off for £70 and £ 25 per tide but the master said he would not give them more than he had offered. On the master’s return, the two tugboats of the Company were lying in the bay, having been out to offer their assistance to a large vessel, *the brigantine “Charlotte”, Belfast, coal laden, which had gone on St. Patrick’s Causeway, but that vessel refused their assistance and got off itself.* The master of the Julia A. Merritt spoke to the captains of the tugboats, it then being near high water time, and they being about two cable lengths from his vessel, and offered them £100 to tow his vessel inside of the Gimlet Rock. They demanded £ 60 for trying to tow the vessel, and £ 25 a tide; but the master, considering the demand exorbitant, refused them. He offered them £ 100 for taking the ship off, and there was no doubt that if they had put a rope aboard, the vessel would have been got off at once. The ship is likely to get off without assistance the next spring-tide.

Lloyd’s List. Monday, 3 December, 1877.

PWLLHELI. Nov. 30. The Julia A. Merritt is still ashore on Abersoch Beach, north of this harbour, and is partly dismantled.

Evening Standard. Thursday, 6 December, 1877.

Julia A. Merritt, previously reported ashore on Abererch beach, *has been got off and towed into Pwllheli.*

DUSTY MILLER

Called out to help the 'Dusty Miller', Abersoch lifeboat stayed by this vessel until a steam-tug arrived to take the casualty into port.

Vessel Name: Dusty Miller. Type: Barque. Built in 1862.

Construction Materials: Wooden hull. Weight: 596 or 594 tons.

Owners. John Owen, Ty Coch, Caernarfon. Home Port; Liverpool.

Liverpool Mercury. October 19, 1878.

LIFEBOAT SERVICE. On the 10th instant, about three p.m., intelligence reached Abersoch from Barmouth that a barque was at anchor close to Sarn Badrig, St. Patrick's Causeway, with a signal of distress flying, and stating that the Barmouth lifeboat could not get out, owing to the heavy gale blowing right into the mouth of the river. The lifeboat crew were assembled with as little delay as possible, and the boat launched soon after four o'clock. The vessel was reached in about two hours, and, on being hailed, the captain requested the lifeboat to remain by him all night, or until the gale moderated, or something could be done to assist him as it was impossible to board the vessel without great risk to the boat and crew, and there was also danger in the ship's crew attempting to leave the vessel. The lifeboat crew had to watch all night in the boat in case of the vessel parting her chain, in which case she would have struck on the causeway in less than two minutes, and probably have broken up in less time than it takes to read this account, and then the lifeboat might have had a chance of picking up the crew. After a weary watch of about 13 hours, the Portmadoc tugboat "Wave of Life", Captain Rees Jones, was observed making for the vessel. *After great difficulty, owing to the heavy sea running, the barque was taken in tow and placed safely at anchor in St Tudwall's Roads.*

She was the Dusty Miller, of Liverpool, 594 tons register, belonging to Messrs. Owen, of Carnarvon, from St. John's to Holyhead with a cargo of timber. The lifeboat lost an anchor, cable and two lines, which the crew were obliged to slip in consequence of the vessel dragging down upon the boat. The Abersoch lifeboat Mabel Louisa was presented to the Lifeboat Institution through the Manchester lifeboat branch, by the late Robert Barnes, of that city, and has been the means of rescuing many lives since it has been placed at Abersoch, under the care of Captain Robert Jones, the coxswain.

HAAB

As the world's fleet of steam-powered vessels expanded rapidly, a network of refuelling-stations had been created, and these needed to be regularly replenished with coal destined for the bunkers of these steamers. The "Haab" had left Liverpool for South America with such a cargo, but she hadn't even left Welsh waters before she ran ashore close to Harlech.

Vessel Name: Haab. Type: Barque.

Construction Materials: Wooden hull.

Weight: 870 tons. Owners. Captain Nerdrum & Messrs Pattisson,

Home Port; Christiana, Norway..

Daily News. January 25, 1884.

Hope, Norwegian barque is reported from Port Madoc to have gone ashore close to Mochras Point, and has six feet of water in her holds. She is from Liverpool for Valparaiso with coals.

Shipping and Mercantile Gazette. Tuesday, 29 January, 1884.

Portmadoc. Jan 26. The Haab, Nerdrum, from Liverpool for Valparaiso, was beached at Harlech on the morning of Jan. 24. About eight hours afterwards, the Criccieth Lifeboat came to the vessel, and the master and five of the crew went ashore in her to communicate with owner. The ship is still in the same position and has not made any water by leakage.

Shipping and Mercantile Gazette. Thursday, 31 January, 1884.

HAAB.—Report of Johan Nerdrum, master of the barque Haab, of Moss, 871 tons, from Liverpool. Jan. 19, at 3.30 p.m., for Valparaiso, with 1,210 tons coal. Proceeded, and nothing particular occurred till 8 a.m. on the 23rd inst., when the ship was under two lower topsails, foresail and mizen-staysail, the wind being W.S.W., blowing a gale, with a heavy sea, Arklow Light about 12 miles N. by W., when a heavy sea broke over the ship amidships, and stove in windows of cabin house and filled cabin, the ship at the time lying to. At 1 p.m., tide being ebb, weather rain and hail, wind W. by N., blowing a storm with a very heavy sea from W.S.W., the ship was still lying to on starboard tack, and was filled with the succession of seas, so that no-one could venture on deck without great risk. At 2p.m., got ship about, and lay to, wind increased to a hurricane. At 5 p.m., made Bardsey, bearing E. by S., 10 miles; set more canvas. About 8 p.m., the lower main-topsail, which was quite new, blew away, and the ship drifted fast to leeward. Saw there was nothing to be done but get the ship before the wind, and clear Bardsey. To do this, we had to cut away mizzen main-topmast, and made for Harlech Beach to save our lives, and beached ship about 1 30 a.m., the 24th, and the ship was kept stem on to beach. Sent up rockets and used big fog-horn. At daylight put flag in the rigging. The Criccieth lifeboat came about 9.30 a.m. and offered to take us off. Deponent and five of his crew went ashore in her, and landed at Portmadoc, when he wired his owner and agent in London. The ship is still stranded and in same position. The tugs from Portmadoc have tried to get her off without success. The ship had not made any water by leakage. No damage was done to stanchions or bulwarks; the only damage done by shipping seat was through the cabin-house windows.

The Cambrian News and Merionethshire Standard. 1st February 1884.

STORMS AND SHIP WRECK. In common with the rest of the district, Criccieth came in for its share of the recent storms. During the gale of Wednesday night, or Thursday morning, of last week, the Haab, a Norwegian barque, which had left Liverpool only a few days previously bound with a cargo of coals for Valparaiso, was wrecked within a short distance of the Turkestan, on the Harlech shore. The vessel was observed from Criccieth to be in distress about eight o'clock on Thursday morning, she being then about two miles and a half south of Portmadoc bar, and the wind blowing a gale from the N.N.W. The Criccieth lifeboat was launched and was manned by a crew composed of Messrs Owen Hughes, deputy coxswain (Mr Robert Williams, the coxswain being unwell), David Evans, second coxswain Robert Jones (No. 1), Robert Jones (No 2) Evan Hughes, Benjamin Roberts, Wm. Davies, Thomas Jones, David Owen, William Parry, Richard Jones, Grffith Roberts, and David Davies. Arriving at the ship about ten o'clock in the morning the boat could not approach on the starboard side in consequence of the spars which hung over her side. The boat was then brought round to the port side where the captain and five men were taken off, the mate and nine other men determining to stick to their ship. The crew of the lifeboat then attempted to make Criccieth, but could not make much progress in the teeth of the gale. They then decided to run over the bar into Portmadoc, where they arrived in safety about two o'clock, though it was low water and the breakers on the bar very heavy. The remainder of the crew, except two left in charge, was taken off Thursday evening by the Portmadoc tugboat. The boat is reported to have behaved well. The wreck was discovered to be the Haab from Moss, Port of Christiana, bound to Valparaiso with a cargo of about 1,300 tons of coal. The mizen mast and main top-mast were gone, and the Captain reported eight feet of water in her hold. She lies the Barmouth side of the Turkestan with her bows on and stern sea-wards. The Turkestan lies broadside. The anchors dragging, the ship was carried far up on the shore, where she lies dry at low water. It is doubtful whether she can be floated, some thinking that her back is broken, though it is said attempts will be made with the aid of tugboats from Liverpool.

The Cambrian News and Merionethshire Standard. 2nd February 1884**BARMOUTH. THE BARQUE HAAB ON HARLECH BEACH.**

This vessel, which stranded on the 24th of last month, and since abandoned as a total wreck, was sold by tender on Thursday last, the 14th February, Mr Mcilquham, of Aberystwyth, being the purchaser. Until Saturday and Sunday, the 9th and 10th February, hopes were entertained of getting the vessel off, and the Liverpool Independent Salvage Company, who had entered into an agreement to make the attempt, had to relinquish their operations, the high winds and heavy seas having removed every possible chance of floating the vessel. Captain Nerdrum who was part owner with Messrs Pattisson, of Moss, left for Liverpool on Wednesday last, who, from the day he landed, was assisted in all transactions by Mr Griffith Edwards, Lloyd's agent, Barmouth.

The Cambrian News and Merionethshire Standard. 15th February 1884.

An attempt was made by a Liverpool tug-boat, at high tide, on Monday morning, to draw off the Norwegian barque, Haab, which recently went ashore opposite Harlech. It appears, however, that the tug-boat's hawser became broken, and the steamer was obliged to return home.

The Aberystwith Observer. 23rd February 1884.

HARLECH. The coal cargo of the ship Haab, aground on the beach off this place, has been purchased by Mr John Jones, Bridge End, Aberystwyth, and is now being sold at a low price.

The Cambrian News and Merionethshire Standard. 28th March 1884.

PORTMADOC. THE HAAB.—Mr S. P. Owen, Portmadoc, has bought the Haab and next Friday will make an attempt to float her. Pumps have been constructed by Messrs J. H. Williams and Son, Britannia Foundry.

The Aberystwith Observer. 5th April 1884.

The ship 'Haab', which recently went ashore off Harlech, *has been floated off*.

The Cambrian News and Merionethshire Standard. 13th June 1884

PORTMADOC HARBOUR. Our very plucky and enterprising friend and townsman, Mr S. P. Owen, bought the fine barque Haab, which was stranded on Harlech sands and have through the ingenuity and perseverance of himself and Mr Richard Jones, shipbuilder, managed to bring her to Portmadoc in safety, and now requires repairs, which means money, and very likely about £2,000 will have to be spent upon it; and I am extremely sorry that these repairs cannot be done in Portmadoc. The harbour master cannot allow the vessel to come to the only place where there would be sufficient water for it, and that place is 'Rotten Tare'. He is afraid of a vessel of 870 tons register coming up so far, as he thinks it will stop the working of the whole harbour above it, and he may be right in this matter but every one that take an interest in such matters will cry "shame" when they know that there is no accommodation to make such repairs in the place and the risk and expense of taking such a vessel to Holyhead, Liverpool, or Cardiff is great, while Portmadoc will lose the benefit of the money required to be spent. We have many gentlemen in the district from Barmouth to Pwllheli who are large shipowners, and if there were proper accommodation at Portmadoc they would be glad to bring their ships here for repairs.

The Cambrian News and Merionethshire Standard. 2nd January 1885.

1884 - LAST YEAR'S NEWS. The Haab, with a cargo of coals, went on the shore at Harlech near the old Turkestan, *but was eventually got off with some pecuniary advantage to those who risked her purchase.*

MAGNOLIA

Vessel Name: Magnolia. Type: Ship. Built in 1874. Plymouth, Nova Scotia.
Construction Materials: Wooden hull. Weight: 999 tons. Owners. John W. Moore.
Home Port; Yarmouth, Nova Scotia.

Liverpool Mercury. Tuesday, 16 February, 1886.

Barmouth. Feb. 14. The Magnolia, from Norfolk, Virginia, for Liverpool, with cotton, ashore under Dyffryn, five miles from here. Weather fine. Crew safe. Another report states that the Magnolia stranded at three a.m. on the 14th, and lies on a sandy beach close to the Mochras; crew still on board. Barmouth and Criccieth lifeboats and two Portmadoc tugs in attendance. Vessel not leaking. Weather very fine, and sea smooth. Ship did not dry, but is likely to do so in a day or two if not flooded before.

The Cambrian News and Merionethshire Standard. 19th February 1886.

BARMOUTH. SHIP ASHORE ON DYFFRYN BEACH. On Sunday morning last, news came to Barmouth by the morning mail of a ship ashore on Dyffryn beach. The lifeboat was promptly manned, and proceeded to the stranded vessel, which proved to be the Magnolia, of Yarmouth, Nova Scotia, Captain George Davies, whose wife was also on board, and a crew of sixteen hands. Early on the same date, Mr Griffith Edwards, Lloyd's agent, with the aid of the ship's boat, went aboard to proffer his assistance, and arrangements were made with the Portmadoc steamer, which, as soon as circumstances would permit, had proceeded to the scene with a view of *towing the vessel off, which was accomplished on Monday afternoon's tide*, the tugs accompanying the vessel well out of danger, when they were relieved by the tug Great Britain, of Liverpool, which arrived safely at that port on Monday evening. Captain Davies gives the following narrative: That on Sunday morning, it being very dark, sighting a small light appearing to flash, he concluded that he was in Carnarvon Bay, and altered the ship's course to get out. The wind shifting to the north end, with sleet and rain, and blowing strong, the vessel became aback, and before the yards could be filled, the vessel was found touching, when the order was given. "Let go the anchor." Simultaneously with this order it was discovered that her keel was touching, and the vessel swung before the wind, the sails were clewed up, and the anchor was let go, the vessel laying apparently pretty easy, with the exception of a few thumps aft, and during the time she was on the beach did not appear to labour or strain herself. The upper yards were sent down and other precautions were taken so as to ease the vessel. During the thirty-six hours on beach, the vessel made no water. It should be added that a flag was put up for assistance. Captain Davies speaks highly of the prompt and kind manner in which the people behaved, and one gentleman in particular, a flour merchant, who undertook to send a telegram off to the owners. The Magnolia is a vessel of 1,000 tons burden, laden with cotton from Norfolk, Virginia, to Liverpool. The vessel is consigned to Messrs. T. C. Jones and Co., Chapel Street, Liverpool. The cargo is covered by insurance.



Mochras Point, Shell Island.

Caernarvon & Denbigh Herald. Saturday, 20 February, 1886.

News reached Portmadoc last Sunday morning that a large ship was ashore on Mochras Point. Information was given to Captain Rees Jones, of the steam tugboat 'Snowdon', which proceeded to about 1 o'clock that day. There was a moderate breeze at the time from the N.W. The tugboat got near the ship, which Captain Jones hailed. He inquired if the ship was making water, and if the captain wanted the services of the tugboat. The other tugboat, the 'Wave of Life', Captain Lewis Jones, now arrived at the spot. It transpired that the vessel was the 'Magnolia', Captain Davies, 998 tons register, bound from Virginia, U.S., for Liverpool, with a cargo of cotton. The commander asked for how much the tugboats would render assistance, and Captain Rees Jones replied that the matter could be given to arbitration after the work had been done. This was refused. Further offers and refusals followed, since arbitration would not do. The commander offered £500 for taking the ship - a full-rigged ship - into the fairway, or £50 each tugboat for four tides should the ship not get off. Captain Rees Jones accepted his offer. The tugboats were then fastened to the ship, and strong efforts were made to float her, but in vain. The ship was in a dangerous place and position. Next morning, about 4 o'clock, the tugs got the hawsers on again, but once more failed to get the ship off. The next tide, about four o'clock on Monday afternoon, ropes were attached to the stern of the ship, because it was thought there was more water there. The two tugboats continued to draw for some time, and at last, she started, and was got into deep water. The stern ropes were dropped, the bow ropes being taken, and the vessel was towed out of danger. In about forty minutes afterwards, two Liverpool tugboats were seen making their way to the scene of the mishap. One of the Liverpool boats subsequently took the ship in tow for Liverpool, the 'Snowdrop' and the 'Wave of Life' receiving orders to 'drop the ropes'.

Liverpool Mercury. Wednesday, 17 February, 1886.

Portmadoc. Feb 16. *The Magnolia was towed off shore last night by two Portmadoc tugs.* Agreement £500. Vessel reported tight, and proceeding in tow of tugs for Liverpool.

TELEPHONE

The steamship 'Telephone' certainly had a chequered history as she plied along the coast of North Wales. She did have a habit of running aground, but at least she survived, despite the newspaper report of March, 1903, which implied that she was lost with all hands.

Vessel Name: Telephone. Type: Screw-Steamship. Built in 1878 at Paisley, Scotland.

Construction Materials: Iron hull. Weight: 75 tons net, 162 tons gross..

Dimensions: 110ft * 18ft * 8ft. Engine 30H.P.

Owners. William Barr, Stranraer / R. Owen, Liverpool / Aberdovey & Barmouth Steamship Co. / Liverpool & Cardigan Bay Steamship Co. / Liverpool & Menai Straits Steamship Co.

Aberdeen Journal. Thursday, 18th February, 1892.

A telegram from Abersoch states that the Telephone, steamer, loading stone at Llanbedrog, parted ropes during the recent gale, wrecked the stage, and went ashore, receiving injury to bottom and bulwarks.

The Cambrian News and Merionethshire Standard. 19th February, 1892.

TELEPHONE.—On Tuesday information reached here that the s.s. Telephone had been driven ashore on Monday night near Llanbedrog point between Abersoch and Pwllheli. She was on her way to Liverpool.

The Cambrian News and Merionethshire Standard. 19th February, 1892.

SHIPPING.—The s.s. Telephone at the beginning, of the week left Barmouth for St. Tudwell's for a cargo of sets and has since got on to the rocks. The steam-ship trades between Liverpool and Barmouth and other places.

Aberdeen Journal. Thursday, 18 February, 1892.

A telegram from Abersoch states that the Telephone, steamer, loading stone at Llanbedrog, parted ropes during the recent gale, wrecked the stage, and went ashore, receiving injury to bottom and bulwarks.

The Cambrian News and Merionethshire Standard. 19th February, 1892.

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The Cambrian News and Merionethshire Standard. 19th February, 1892.

SHIPPING.—The s.s. Telephone at the beginning, of the week left Barmouth for St. Tudwell's for a cargo of sets and has since got on to the rocks. The steam-ship trades between Liverpool and Barmouth and other places.

Lloyd's List. Monday 06 March 1893.

PORTINLLAEN. Arrived. Telephone (steamer), Griffith. Aberdovey, and left for Caernarvon.

Lloyd's List. Thursday 07 December 1893.

ABERDOVEY. Arrived. Telephone. Griffith. Dec 6. Liverpool, and left on return.

Western Daily Press. Saturday, 28 February 1903.

Two vessels were driven ashore near Pwllheli yesterday morning. The lifeboat stood by one of the vessels, the steamer Telephone, of Aberystwith, while she beached. The second, the schooner Seaman, of Amlwch, was in a sinking condition when the lifeboat took off the crew of four, who were lashed to the rigging.

Evening Express. 2nd March 1903.

LIVERPOOL STEAMER MISSING. The steamer Telephone, after repeated attempts on previous days to proceed on her journey to Liverpool after discharging at New Quay, Cardiganshire, left the harbour on Tuesday last, and has not since been heard of. Those interested in her have telegraphed to all likely places, but have so far obtained no information concerning her whereabouts. Amongst the crew were Mr. Evan Philip Phillips, Church-street; Mr. Davies, Prospect- place; and Mr. Jones, High-street-all of New Quay, and the heads of families. Captain James was of New Quay. *It is feared that all are lost.*

Cork Examiner. Monday, 02 March, 1903.

Abersoch telegraphs. The steamer Telephone is ashore at Castell Rennys Beach on a sandy bottom.

Welsh Gazette and West Wales Advertiser. 5th March 1903.

The Abersoch lifeboat was called out at 2 a.m. on Friday morning to the assistance of the S.S. Telephone, and stood by until she had been safely beached. It has since been ascertained that assistance will be required to tow her off, as she lies docked four feet in the sand. This steamer is well known in Cardigan Bay, and is a regular trader between Cardigan and Liverpool.

The Cambrian News and Merionethshire Standard. 6th March 1903.

TWO VESSELS ASHORE AT ABERSOCH. GALLANT LIFEBOAT RESCUE. The little steamer "Telephone", which trades between Liverpool, New Quay and Aberavon, which was anchored in St. Tudwal's Road, parted from her starboard anchor shortly after midnight on Friday morning and immediately began to drag. As she drifted out of the refuge, the crew of seven experienced the greatest difficulty in keeping her clear of the other vessels; in fact, it was almost a miracle that the steamer did not take three or four other vessels with her. Eventually, she drifted on to the Castellmarch beach at Abersoch, where she grounded at 12-45 a.m., thumping heavily. The flare-up subsequently used was immediately seen at Abersoch and the local lifeboat, "Oldham," was promptly launched. But on coming within a short distance of the steamer, the life-boat crew saw that she was practically safe and that it was useless imperilling life in an effort to go close. The lifeboat stood by until about daybreak, when distress signals were sighted to leeward. Proceeding in that direction, the lifeboat came across the small ketch Seaman in a sinking condition. It appeared that the ketch, which had put in at St. Tudwald's on a passage from Portmadoc to Cardiff with a cargo of slates, had parted with her anchors about one a.m. and came aground under Castellmarch about three-

quarters of an hour later. Waves, mountains high, were now washing over her, and at six a.m., the crew of four, consisting of Capt. Owen R. Hughes, East-avenue, Portmadoc (master), John O. Hughes, the master's son (mate), Thos. Roberts, Lombard-street, Portmadoc, and a lad from Criccieth, who acted as cook, took to the rigging. About half-past seven, the Abersoch lifeboat came within rope-throw of the ketch. The rope thrown across was caught by the crew of the ketch, and one by one, they threw them-selves into the sea and were hauled into the lifeboat. The captain, who was the last to leave the ketch, was rescued in an exhausted condition. The lifeboat made for Fox Hall, Llanbedrog where she safely landed.. The ketch has since become a total wreck, but hopes are entertained of saving the cargo. The "Telephone" became embedded four feet in the beach, with the result that the services of a tug will have to be requisitioned.

Welsh Gazette and West Wales Advertiser. 12th March 1903

TELEPHONE."—This steamer being still ashore in her bed of sand near Pwllheli, her place is being taken this trip by the s.s. "Dora," which was expected to leave Liverpool with a cargo of 500 tons last Tuesday.

Carnarvon and Denbigh Herald. 24th April 1903

ABERSOCH. FLOATING A VESSEL. Mr Hugh Jones, shipbuilder, Carnarvon, has succeeded in floating the S.S. "Telephone," which, while on a voyage from Cardigan to Liverpool, went ashore during the recent gale near Abersoch. Great difficulty was experienced in floating her and a large number of men were employed. The steamer is now undergoing repairs at Portdinorwic.

GLENDARROCH

The steamship “Glendarroch” ran aground on Sarn Badrig in March, 1893, and was thought to be in danger of breaking up. However, she was re-floated and towed to safety. See a separate report for further details of the “Glendarroch”.

SIERRA MORENA

Embayed in Cardigan Bay, the 'Sierra Morena' wisely dropped anchor and waited for steam-tugs to tow her to safety.

Vessel Name: Sierra Morena. Type: Ship. Built in 1875. Sunderland.

Construction Materials: Wooden hull. Weight: 1,423 or 1,385 tons.

Owners. Sierra Shipping Company. Home Port; Liverpool.

South Wales Echo. Thursday, 1 February, 1894.

WRECK ON THE NORTH WALES COAST. A large vessel having gone ashore on St. Patrick's Causeway, four lifeboats have gone to her assistance, namely the Barmouth, Pwllheli, Criccieth and Abersoch. The weather in the bay is very stormy, rain, sleet and snow falling at intervals. The vessel which was reported to have gone ashore in Cardigan Bay is the barque Sierra Morena. A Barmouth telegram says the vessel has sustained no damage.

Lloyd's List. Thursday, 1 February, 1894.

SIERRA MORENA. Aberystwith. Jan 31. 7.35 pm. Ship Sierra Morena riding on single anchor, 15 miles SE by S Bardsey Island in 8 fathoms water. Owners wired for tug.

SIERRA MORENA. Barmouth. Jan 31, 8.12 pm. Learn from owners the ship on St. Patrick's Causeway is the Sierra Morena; owners Anderson, Liverpool. Lifeboat not yet returned.

SIERRA MORENA. Barmouth. Feb 1, 9.20 am. Lifeboat returned at midnight with particulars; ship riding safely; name Sierra Morena, Barrow for Cape Town.

SIERRA MORENA. Portmadoc. Feb 1, 9.31 am. Returned from Sierra Morena, of Liverpool. Barrow for Cape Town; rails. Riding heavily, three miles west of Causeway Buoy; refused all assistance. Wind more moderate and northerly; likely underweigh.

SIERRA MORENS. London. Feb 1. Sierra Morena anchored off St. Patrick's Causeway. Owners have sent two tugs, one from Liverpool and the other from Cardiff.

Liverpool Mercury - Friday 02 February 1894

LIVERPOOL SHIP IN DANGER Some excitement was caused yesterday by the news telegraphed that a large vessel was ashore on St. Patrick's Causeway, a remarkable shoal off the Meirionethshire coast, and projecting for ten miles into Cardigan Bay. Subsequent inquiries elicited the fact that the vessel was at anchor, having been driven in by the recent storm, and telegrams were despatched to Liverpool, asking for tugs to tow the vessel clear of this dangerous bay. Two powerful tugs were despatched to the vessel, which turns out to be the well-known Liverpool ship Sierra Morena, 1,423 tons, which left Barrow, on the 15th instant for Cape Town. Later telegrams received state that the vessel is riding heavily, but that the tugs are with her. Her position would be very perilous should bad weather spring up as the vessel would be in danger of running on a lee shore and the navigation of Cardigan Bay is notoriously unsafe for large vessels, especially when embayed as is the Sierra Morena.

Evening Telegraph - Saturday 03 February 1894

The ship Sierra Morena, from Barrow for Cape Town, *previously reported anchored off St. Patrick's Causeway, has put into Holyhead.*

ANDRADA

Early reports said that the steamship 'Andria' had gone aground on Sarn Badrig, but later information tells us that this was the barque 'Andrada'. Thankfully, her hull remained water-tight, otherwise the cargo of wheat would have swelled and burst the hull had it been contaminated with seawater.

As in many other similar cases, steam-tugs came to the rescue, and towed her to her intended destination at Liverpool.

Vessel Name: Andrada. Type: Barque. Built in 1891, Durham.

Construction Materials: Wooden hull. Weight: 2,444 tons.

Owners. The Andrada Sailing Ship Co. Home Port; Liverpool.

The Western Mail. 25th March 1895.

WRECK IN CARDIGAN BAY. PART OF THE CREW LANDED AT BARMOUTH.

The four-masted steamer Andria, [SIC] of Liverpool, stranded on St. Patrick's Causeway, Cardigan Bay, at six o'clock on Sunday morning. Nineteen out of the crew of 33 were landed at Barmouth by the Barmouth lifeboat. The captain and remainder of the crew refused to leave the ship, and are still on board. The vessel was bound to Liverpool with wheat.

Evening Express. 8th April 1895.

MINOR CASUALTIES. The British barque Andrada, which stranded near Barmouth, was floated on Sunday morning, and is now in St. Tudwall's Roads, being prepared for towing to Liverpool.

Carnarvon and Denbigh Herald. 12th April 1895.

The four-masted ship "Andrada", which went on St. Patrick's Causeway opposite Dyffryn a fortnight last Sunday morning, has been *successfully re-floated and taken to St. Tudwal's roadstead*, whence she will be towed to Liverpool when thoroughly overhauled.

ARNO

Abandoned at sea; taken over by a prize crew; having to anchor in poor visibility close to Sarn Badrig. The square-rigged, steel sailing ship “Arno” was extremely lucky to survive her ordeal, eventually being towed to safety by steam-tugs.

Then the court-cases started over who should receive a salvage award!

Vessel Name: Arno. Type: Ship. Built in 1893 at Scotstoun, Glasgow.

Construction Materials: Steel Hull.

Weight: 1,721 tons. Owners. Messrs. James Nourse, London.

Glasgow Herald. Friday, 20 January, 1893.

Messrs. Charles Connell & Co. launched yesterday from their Scotstoun shipbuilding yard at Whiteinch, a three-masted steel sailing ship of about 1,830 tons, which they have built to the order of Mr. James Nourse, shipowner, London. As the vessel left the ways, she was named “Arno” in the customary manner by Miss Edith Connell.

The Cambrian News and Merionethshire Standard. 26th April 1895.

SHIPPING. On Tuesday evening, a full-rigged, three-masted ship was observed in dangerous proximity to St. Patrick’s Causeway, and as seen from the coast appeared to be actually aground. She turned out to be the “Arno”, laden with wheat, and was abandoned at sea in consequence of the cargo shifting. She was seen by the “Merriac”, the first mate of which was Mr Howell Williams, son of the late Mr Humphrey Williams, watchmaker, Carnarvon, and brother of Mr John Williams, organist of Christ Church, Carnarvon. Though the thing was attended with considerable danger, Mr Williams, who has recently passed as captain, pluckily undertook the charge of the Arno’ with nine men which were spared from the crew of the “Merriac.” They were able to bring the ship towards her destination at Liverpool, and tug-boats were put on the look-out for the barque. The crew, however, were unable to completely manage her, and finding themselves in Cardigan Bay dropped anchor on Tuesday. Lloyd’s agent at Portmadoc (Captain Morgan Jones) received a wire from Liverpool directing him to proceed to the barque with the Portmadoc tug, “Wave of Life.” Subsequently, Liverpool tugs arrived with a crew of fifteen men, **and ultimately the “Arno” was towed safely into Liverpool.** About 1.30 p.m. on Tuesday, April 23rd, the Secretary of Barmouth Lifeboat Association received a telegram from Portmadoc that a vessel was seen on St. Patrick’s Causeway. The lifeboat was immediately manned, and proceeded in that direction. ‘The weather being at the time misty, she could not be sighted from shore. When, however, the lifeboat crew approached her she was found to be at anchor some little distance from the Causeway. The s.s. Telephone” had left Barmouth in the morning for Liverpool, and Captain Griffiths advised the officer in charge of the vessel that she was too near the Causeway to come to safe anchorage. He agreed to proceed to Abersoch and wire to Liverpool for a tug to take the ship in tow, and bring. a reply back to the officer. For this assistance the owners of the “Telephone” will receive the sum of £100. The vessel turned out to be the three-masted ship “Arno,” of London. Her gross tonnage is about three thousand tons. She was bound from New York to Liverpool with a full cargo of grain. Shortly after leaving the former place, and not, far from Newfoundland, she encountered a heavy gale when the cargo shifted.

Subsequently, she was abandoned by the crew who were safely landed at Liverpool about a week ago. For some days the “Arno” drifted about, and was not sighted. Eventually, however, a passenger steamer from New York for Havre saw her. The captain sent ten of his crew, including his chief officer, to take charge of the “Arno,” and bring her to Liverpool. One of the crew, who was a carpenter, died on board, and was buried in the sea on Good Friday. The crew, being few in number - less than half of her complement - had to work hard to bring her over to the English coasts. It took twenty days from the time they boarded her till they came into Cardigan, Bay. On Wednesday she arrived at Liverpool. The salvage money will be large, and it is satisfactory to learn that Capt. Williams and his plucky men will receive a full-share.

The North Wales Express. 26th April 1895.

THE ARNO.” Messrs Elder, Dempster, and Co. have received the following telegram, dated Portmadoc, April 23. Arno was brought to an anchor two miles S.W., middle of causeway; all well; lost carpenter on passage. After delivering your message, Capt. Williams proceeded in search of tugboats; found Reaper; got ship under way; and commenced towing at ten.” A later telegram says that the Arno passed Holyhead on Wednesday. It will be remembered that the Arno was picked up in mid-Atlantic after her crew had left her under the impression that she was in a sinking condition. Capt. Howell Williams, Carnarvon, and ten of the crew of the steamer Merrimac took charge of her, and by *now has brought her safe to Liverpool*, where she arrived this (Thursday) morning.

The Western Mail. 26th April 1895.

THE ABANDONED VESSEL ARNO. ARRIVAL IN THE MERSEY.

Thursday’s “Liverpool Journal of Commerce”, in a graphic description says: “On the 4th inst., the prize captain set to work trimming the cargo, to facilitate which holes were cut in the ‘tween decks. During the afternoon, sail was made, all sails on the foremast being set. On the 12th., J. Griffin, upon going to visit the carpenter, found he was dead.

Cambrian News and Merionethshire Standard. 28th June 1895.

SALVAGE CASE.— On Monday, the master and mate of the s.s. Telephone, with the coxswain of the lifeboat, proceeded to London to substantiate a claim for £2,000 against the owners of the ship Arno for service rendered. It will be recollected that the Arno, in April last, came into this bay, and being in close proximity of St. Patrick’s Causeway was sighted by the Telephone. Capt. Griffiths immediately made towards her and advised the captain to drop anchors, which he did, thereby keeping the vessel off the Causeway. The Telephone proceeded to Abersoch with a message to be sent to the owners at Liverpool to send a steam tug to her assistance, remained till a reply was received, and returned to the ship with it. For that service the owners of the s.s. Telephone claim the above amount. The owners of the Arno, however, refuse to pay, and hence the litigation. The trial was down for hearing on Tuesday.

The Cardigan Bay Visitor. 6th July 1895.

THE ARNO SALVAGE CASE. This case was tried on June 27th, before Mr. Justice Bruce and Trinity Masters. The case for the Telephone, which belongs to the Aberdovey and Barmouth Steamship Company (Limited), and is a screw steamship of 75 tons gross register, fitted with engines of 40-horse power nominal, manned by a crew of seven hands all told, was that at about 6 a.m., on April 23rd, she left Barmouth bound for Liverpool in ballast. The weather was foggy, the wind S.W., a stiff breeze causing a heavy sea, and the tide 1 hour before high water. In these circumstances, at about 6 45 a.m., the fog having lifted some-what for a few minutes to the southward and westward, those on board the Telephone observed a sailing ship, which subsequently proved to be the Arno, about two points abaft their port beam, and distant about four miles. The Arno was running before the wind, and heading about N.N.E., and rapidly approaching St. Patrick's Causeway. The course of the Telephone was at once altered, and she bore down upon the Arno, indicating to the ship that she was running into danger, the Arno soon afterwards altered her course, hauling more by the wind on the port tack, and heading about W.N.W., which would carry her onto the sea end of the Causeway, then distant about a mile and a quarter. The Telephone continued to approach the Arno, and as soon as she was within hailing distance her master hailed those in charge of the Arno to put their vessel round on the starboard tack. This they endeavoured to do, but she missed her stays and fell off. The Telephone was manoeuvred towards the Arno to take out a tow rope, but was warned off as it was as proposed to wear the ship. Those on board the Arno then attempted to wear her, but failed and, acting on the advice of the master of the Telephone, brought their vessel to an anchor. Subsequently, at the request of the master of the Arno, the Telephone proceeded to Abersoch and despatched a telegram to Liverpool for assistance, and then returned to the Arno and stood by her until the tug Reaper arrived. For despatching the telegram the Telephone was promised £100. The value of the Telephone was £3,500. and it was contended that but for the prompt action of her master, the Arno would in a short time have gone on the Causeway. In the course of the case it was stated that the claim of the Telephone had been settled for £350, including the £100 promised for despatching the telegram. Mr Justice Bruce, being asked to apportion this amount, gave £200 to the owners, £50 to the master, and £100 to the crew, the later to have their share divided according to their ratings.

SYREN

South-westerly winds are a major problem in Cardigan Bay, so the gale from that direction put the 'Syren' in distress close to the entrance to Pwllheli harbour. By the following day, the wind had changed to a more-favourable direction, allowing the crew to return to their vessel.

Type: Ketch. Home Port: Beaumaris. Built 1856 at Annan, Dumfriesshire.
Weight 39 tons. Owner Thomas H. Jarrett, Bangor.

The North Wales Express. 16th September 1904.

Carnarvon. Arrivals. Syren; Hughes; Point of Ayr.

Carnarvon and Denbigh Herald. 30th August 1907.

PORTMADOC. Arrived; Syren; Rhiw.

The Cambrian News and Merionethshire Standard. 13th March 1908.

The Lifeboat Out. About six o'clock on Sunday night, the ketch "Syren." of Beaumaris, was seen in distress off the Gimblet Rock. A full gale was blowing from the south-west at the time. The lifeboat was promptly launched and stood by the ketch until half-past eleven when she was floated and the crew of two taken on board the lifeboat and brought to Pwllheli. Early next morning the wind veered to the north-west and Captain Jarrett and his mate returned to the ketch and brought her into the harbour. *The ketch, despite the bumping for many hours on the Gimblet beach, was in no way damaged.*

Carnarvon and Denbigh Herald. 20th March 1908

SHIP IN DISTRESS.—The ketch "Syren," of Beaumaris, being in distress on Sunday night off Craig yr Imbil; the lifeboat was launched, and brought the captain and his companion to safety. Fortunately, the "Syren" was undamaged.

Note that the 'Syren' was owned by Thomas Jarrett before the incident described above, but two years later, Mrs. Mary Jarrett had become the registered owner.

7.0 Analysis.

It is clear that the network of lifeboats and steam-tugs located around Cardigan Bay were responsible for saving many lives, and for re-floating a substantial number of vessels. Undoubtedly, there are many other stories to be told when time permits further research.

8.0 Conclusions & Recommendations.

The ability to read the newspaper reports from the 19th Century via on-line websites has enabled us to easily research the fates of vessels that ran into trouble around North Wales, and it allows us to investigate whether an individual ship came to grief or survived.

We now know that the following vessels did run aground off North Wales, but were re-floated to continue trading:

Resolution, Zebulon & Jane (1835); Bertholly (1843), Victoria (1851), Culloden (1854), Lord Elgin (1855), Plynllymon (1856, 1858 & 1863), Troy (1859), Britannia (1860), Margaret & Jane (1863), Ryerson (1874), Edward O'Brien (1875), Julia A. Merritt & Charlotte (1877), Dusty Miller (1878), Haab (1884), Magnolia (1886), Telephone (1892 & 1903), Glendarroch (1893), Sierra Morena (1894), Andrada (1895), Arno (1895) and Syren (1908).

It is recommended that any database references to them are updated where necessary.

9.0. References.

Sources include:

Lloyd's Register.

Shipwreck Index of the British Isles. Vol 5 (Richard Larne, Lloyd's Register).

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