

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

On-line research into the wreck of the:

Vine



Report compiled by:

Sarah Harwood

Report Title:

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On-line research into the wreck of the:
*Vine***

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales , the circumstances of their loss ,details of the owners and crew, the cargo carried and their history.

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3.0 Abbreviations

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

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

4.0 Summary of Research

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

NPRN 271446

The VINE was a 53nt wooden sloop built at Northwich in 1788. At time of loss on 5 June 1877, the vessel was owned by O Thomas of Runcorn and was carrying 105 tons of roofing slate from Port Dinorwic to Liverpool. The sloop was caught in a southwesterly gale force 9 and sprang a leak due to the stress of weather. The sloop eventually foundered 10 miles southeast of the Great Orme. A wreck was reported at this location in October 1986, but nothing was found by HMS HECTATE during an hydrographic survey undertaken in June 1988.

Sources include:

Board of Trade Wreck Return 1877 Part III pg126-7, number 717 (327) and Appendix Parts I-IV pg80 (280)

Larn and Larn Shipwreck Database 2002

UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights.
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(www.ukho.gov.uk)

Maritime Officer, RCAHMW, February 2010.

Image



Vine - schooner built at Pwllheli and owned at Nefyn

Built 1838

69Tonnes

Built by John Pritchard

The Vine re registered 1848, master William Evans.

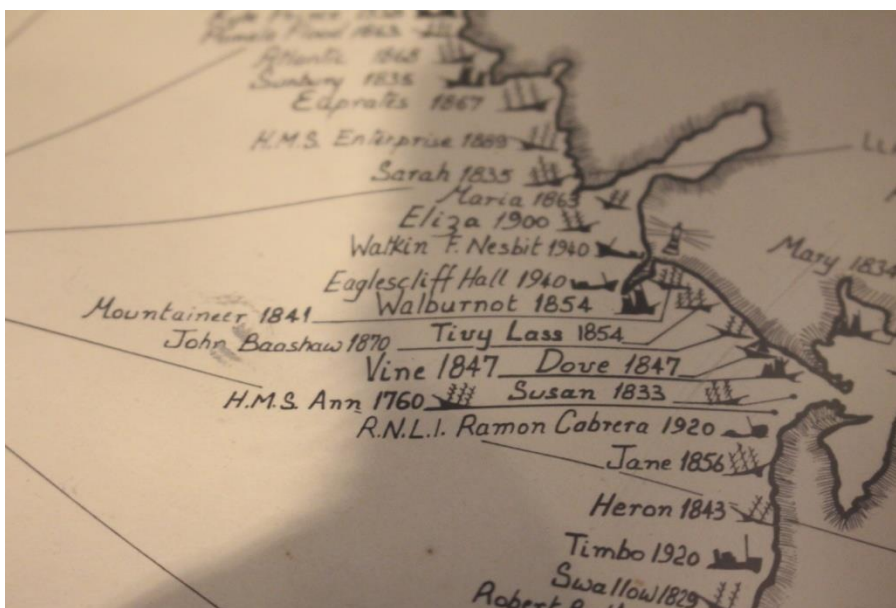
Lost at Porthsgaden 15-12-1857

1847

28th December 1847

Customs House, Pwllheli, 28th December 1847. This vessel lost on Caernarfon Bar in the autumn (September) of this year together with the registers and licences. The crew drowned (except boy)

It further appears that the hull of the Vine was removed to Caernarfon where it is now undergoing repair – but the register and licences were not found when the vessel was recovered.

Image of Ship wrecks (shows wreck location Vine 1847)

Referenced in The Port of Caernarfon 1793 -1900 Chapter 9 (Page 137

Llanddwyn Pilots – “sadly the pilots did not acquit themselves so well in regard to the wreck of the schooner Vine of Nefyn on Caernarfon Bar on Saturday, September 11, 1847. It was ‘understood’ that at least two of the pilots had attended the Caernarfon market to buy provisions that day and, although they had returned to their station when the crisis occurred, rumours were rife in the town that the pilots were the worse for drink. With a ‘heavy gale blowing from the SSW, the Vine struck on the North Bank during the night and all the crew, save for a boy called William Williams drowned. No attempt was made to launch the Caernarfon lifeboat, or it seems, the Clynnog boat and ‘trust’ was placed by all in the Llanddwyn pilots, but that vessel was not launched until ‘earliest break of day’ (assertions to the contrary were apparently contradicted). William Williams was found ‘on the bank’ in an ‘exhausted and demented state’ and the body of a woman who boarded the vessel at Nefyn to join her husband at Bangor, was found in a cabin, the vessel being on her beam ends at the time. On September 16 at a special meeting chaired by Thomas Turner, the mayor the Harbour Trust the conduct of the Llanddwyn Pilots was examined ‘with reference to their illegal neglect of the use of the lifeboat in aid of the Vine schooner’. The meeting had to be adjourned at the pilots were called to the aid of a vessel in difficulty on the bar, as it was considered improper to hear evidence on the absence of the pilots. On September 18 the adjourned meeting of the Harbour Trust, the Llanddwyn pilots, claimed that no signals of distress were displayed by the Vine, but RA Pooler countered this by saying that ‘their duty [was] to go out in aid of all vessels in distress, with or without signals, wherever they possibly could. The pilots were censured for

'gross error' by the Trust and instructed in future, not to wait for signals of distress but 'at the same time their humane conduct of stripping themselves of their garments in order to give to the youth William Williams the benefit of their warmth was highly approved'.

Note1 – Some time earlier, the mate of the Vine had boarded the schooner yacht Gem of the Royal Yacht Squadron to guide her over the Bar in the absence of a pilot. One of the crew of the Gem was exchanged and drowned in the wreck of the Vine.

Note2 –September 25, 1847 The censure resolutions were proposed by RA Pooler and seconded by Mr Foley and were affirmed by 'a shew of hands'. Evidence was given at this meeting by William Williams, the sole survivor of the Vine and by Griffith Griffiths, a Llanddwyn pilot. Evidence was also given by Captain Webb, commander of the schooner yacht Gem, the property of JW Fleming Esq. John Jackson, the Harbour Surveyor, also 'put in a statement or report from the pilots' in which it was claimed that no signals of distress were given by the Vine. NB the censure resolutions were 'translated and explained' to Griffith Griffiths, the language of the pilots being Welsh and the language of the Harbour Trust English."

September 18th 1847.

The Vine arrived Porthdinllaen, sailed Oct 2nd – master Griffith Griffiths

Griffith Griffiths family home was Penarfynydd on Nefyn mountain. Penarfynydd would have been a farmstead with adjoining land and a stone quarry by the name of Tan Gardderwast. This land and farmstead being the property of his wife Ann Griffiths of Minffordd – this being her marriage portion given by her father Griffith Williams of Minffordd Pistyll. The farmstead and quarry was sold by Ann Griffith after the loss of her husband Griffith Griffiths in 1847. The quarry was thereafter known as Gwaith John Llwyd, Baladeulyn.

1848

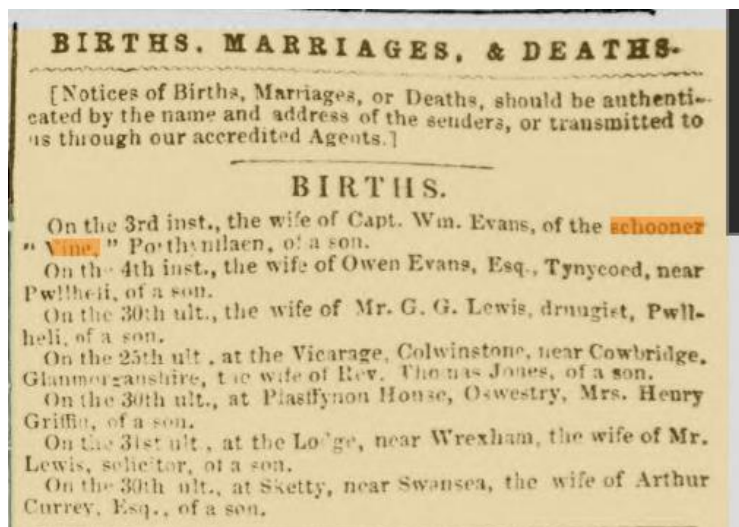
Administrator of the goods and chattels of Griffith Griffiths in the parish of Pistyll aforesaid mariner deceased has transferred by four bills of sale and dated 19th August 1848 viz unto William Evans of the parish of Nevin mariner. Ten sixty fourth shares unto Thomas Evans of the parish of Nevin aforesaid, six sixty fourth shares unto Evan Humphreys of the parish of Llangwnadl labourer. Two sixty fourth shares unto John Jones of the same place, all in the county of Caernarvon making together 20/64 shares

The Vine re registered 1848, master William Evans.

1856

The North Wales Chronicle and Advertiser for the Principality

6th September 1856 Page 7



1857

http://www.rhiw.com/y_mor/hanes_llogau_llyn/2_schooners/vine.htm
https://en.wikipedia.org/wiki/List_of_shipwrecks_in_December_1857

The ship ran aground off Porthsgadan Point, Caernarfonshire and capsized. Her crew were rescued. She was on a voyage from Kingstown, County Dublin to Caernarvon.

Mercantile Ship News". *The Standard* (10404). London. 19 December 1857. p. 8.

She had become a wreck by 17 December.

Mercantile Ship News". *The Standard* (10405). London. 21 December 1857. p. 8.

The North Wales Chronicle and Advertiser for the Principality

26th December 1857 Page 8

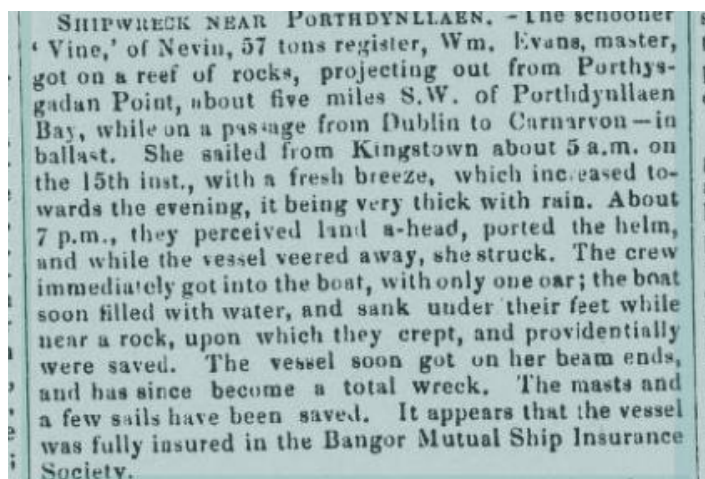
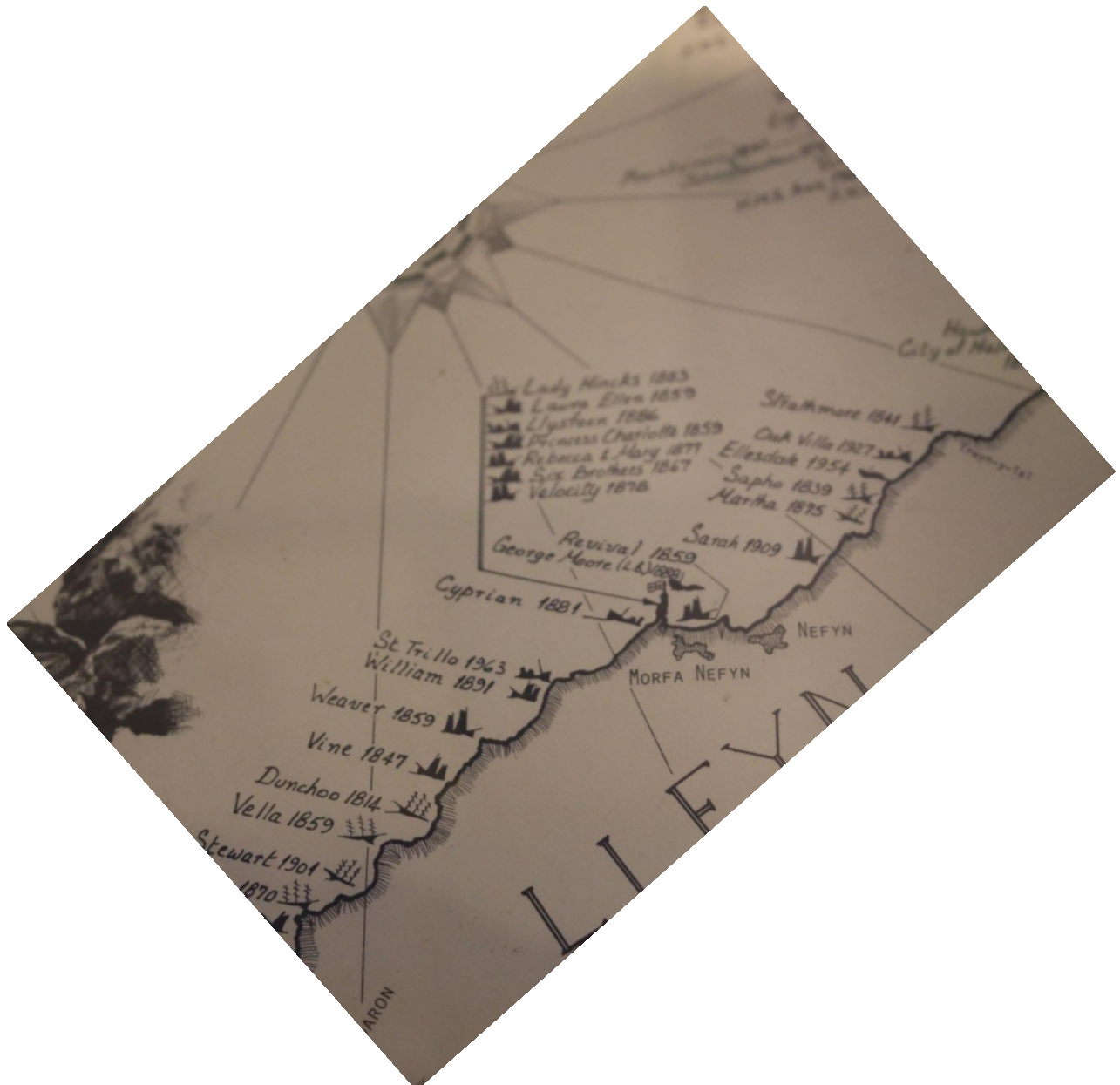


Image – Map of wrecks (states Vine 1847 not 1857)**1861**

Ann Griffiths died 28th May, 1861 aged 59yrs

Ann widow of Griffith Griffiths of the Schooner Vine, who died 28 May, 1861. Also Griffith Peter Jones of Llywelyn House, Well Street, Nevin 1840 – 1890, also his wife Ann Jones'. Griffith Griffiths name does not appear on his wife's grave and it is not known whether his body was found and buried elsewhere, therefore it's assumed that it was never found and family papers state 'lost at sea'

Welsh Mariners database

<http://www.welshmariners.org.uk/search.php>

Evans, William born Edern

Death 26th ult., by license, at Edeyn Church, Lleyn, by the Rev J.P. Jones Parry, rector, Capt William Evans, schooner Vine to Margaret, daughter of Capt Watkin Williams, Porthdynllaen. –

North Wales Chronicle, 7 Oct 1854.

Roberts, Robert born Bangor 1782

[Trinity House Petition of Robert Roberts, aged 66, and wife Elizabeth Roberts, aged 65, of Bangor, CAE, 1848].
Precis: Robert Roberts resides at Port Penrhyn, Llandegai parish. He went to sea at 16 in 1798 and served for 50 years. ap/Jane/40t/1798, ct. s/Loyalty/90t/1798. s/Harmony/50t/1800. s/Angola/350t/1803, Foreign trade. s/Mills/54t/1819-28. s/Vine/54t/1828-44. C/John/41t/1844-48, William Hazlehurst of Frodsham, owner. Robert Roberts left the sea in 1848 in consequence of increasing infirmities. Robert son of Robert Roberts, Bronywiod, yeoman by Jane his wife was baptised on 5 May 1782 at Llanaelhaiarn parish. Petition dated 25 Oct 1848. Further correspondence 1852.

Williams, Watkin born Porthdinllaen

Death 26th ult., by license, at Edeyn Church, Lleyn, by the Rev J.P. Jones Parry, rector, Capt William Evans, schooner Vine, to Margaret, daughter of Capt Watkin Williams, Porthdynllaen. –

North Wales Chronicle, 7 Oct 1854.

5.0 Specification and life history table

Vessel	Name/s	Vine		
	Type	Schooner		
Built	Date	Built 1838		
		Registered Beaumaris 11 th June 1838		
	Builder			
Construction	Materials	Wood		
	Decks	1		
	Bulkheads			
Propulsion	Type	Sail		
	Details	2 Mast, square sterned, carvel built Figure head bust of a woman		
Engine	Details			
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	ft	ins	m
	Beam	ft	ins	m
	Draught	ft	ins	m
Tonnage	Gross	0		
	Net			
Owner	First			
	Last			
	Others			
Registry	Port			
	Flag	United Kingdom		
	Number			
History	Routes			
	Cargo			
Final Voyage	From			
	To			
	Captain			
	Crew			
	Passengers			
	Cargo			
Wrecking	Date			
	Location			
	Cause			
	Loss of life			
	Outcome			

Appendix A

Lifeboat station at LLANDDWYN

From 1840 a lifeboat was also stationed there. It was manned by the pilots as well as volunteers from Newborough; the cannon that was used to summon the lifeboat crew can still be seen near the cottages. During its time up to the closure in 1903 the lifeboat from here saved 101 lives in 35 separate incidents.

In June 1853 it was decided that the Carnarvon lifeboat should be stationed at Llanddwyn and its full crew at that time consisted of a coxwain and seven men. Steps were taken by the National Lifeboat Institution in 1861 to build another boathouse at Llanddwyn station, and to place a new light in Twr Mawr. To protect the latter an encircling wall was raised whilst a chimney and cistern were fixed to the lighthouse. The lifeboat was placed in the new boathouse in September 1861. A new boat was received from the Trustees of Carnarvon Harbour on March 26, 1864, for the pilots' service at Llanddwyn, but was replaced by another - "John Gray Bell" - two years later.



http://www.tpwilliams.co.uk/newborough/hanes_pdf_ch8e.pdf

Appendix D - A list of vessels assisted by the Llanddwyn Lifeboat 1851 -1911.