

Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Water Lily



A similar schooner in Aberystwyth

Report compiled by:
Graeme Perks

Report Title:

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*Water Lily***

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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.

The Water Lily was built in Aberystwyth in 1834 by Lewis Roderick, and although registered at that port her sailing area was given as Gloucester to Lydney. The first master and owner in LR was W James. The Water Lily sailed to many ports on the West and South coasts of the United Kingdom and to Ireland. In 1843 she was driven ashore near Pwllheli in a storm but after unloading her damaged cargo of salt was recovered with from the shore. In 1844 the Water Lily was one of 18 vessels driven ashore at Portdinllaen but was again recovered.

The Water Lily appeared to be later owned by Lewis Roderick who was also the master. He began teaching Navigation to young men who had been to sea but wished to qualify as mates, masters or masters foreign by examination. The Water Lily was marked broken up in 1865 on her appropriation book entry.

2.0 Index

2.1 Table of Contents		Page No.
1.0 Abstract -----		3
2.0 Index -----		4
2.1 Table of Contents		4
2.2 List of Pictures		5
2.3 Contributors		5
2.4 Abbreviations		5
3.0 Introduction -----		6
4.0 Background -----		7
5.0 Research Methodology -----		9
6.0 Results -----		10
7.0 Analysis -----		24
8.0 Conclusions & Recommendations -----		26
9.0 References -----		27
 Appendices:		
Appendix A - Table of Lloyd's Registers entries for the Water Lily -----		28
Appendix B - Timeline for the Water Lily -----		31
Appendix C - Ports and other Locations -----		48
Appendix D - Appropriation Book Entry for the Water Lily 9844 -----		51
Appendix E - Mercantile Navy List -----		52

2.2 List of Pictures

Page No.

Front Cover: A similar schooner in Aberystwyth -----	1
Fig. 1 Measures used for dry and wet goods -----	13
Fig. 2 Main Basin at Gloucester -----	23
Fig. 3 Vintage postcard of Aberdovey showing both sail and steam in port -----	49
Fig. 4 Porthdinllaen Harbour 1893 -----	51
Fig. 5 The main area for building ships in Aberystwyth was at Tan y cae -----	53
Fig. 6 Gloucester & Sharpness canal route -----	54

2.3 Contributors

Madu

2.4 Abbreviations

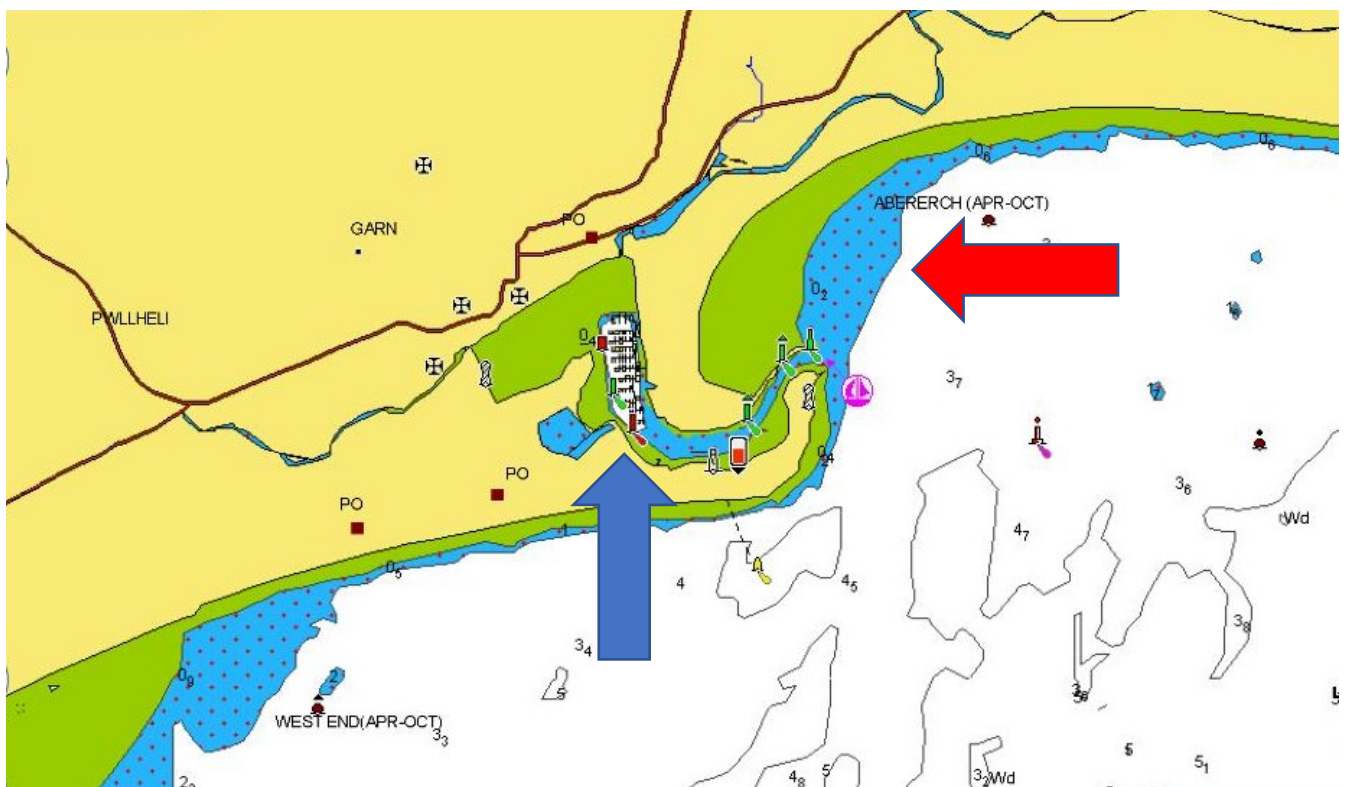
BNA	British Newspaper Archives
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
SMG	Shipping & Mercantile Gazette
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

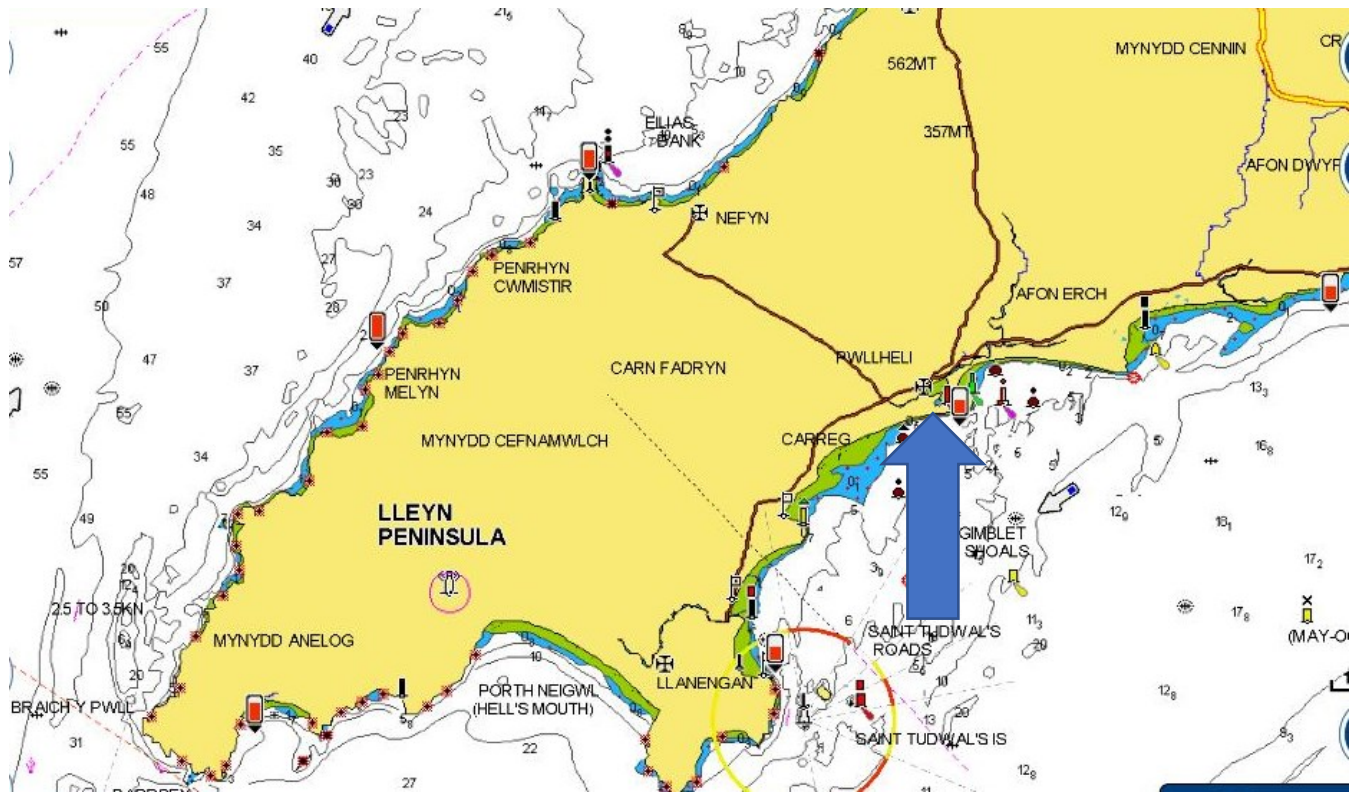
1. I selected Water Lily to research because she was wrecked in the same gale as two other ships I had researched and I wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1843.
5. To discover the cause of the event in 1843 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1843 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1843 incident and its story.
8. If there was a wreck site for Water Lily and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Water Lily.

4.0 Background

When I started this research it was reported that the Water Lily was a schooner of Aberystwyth wrecked on 13th January 1843 in Tremadog Bay, 1m east of Pwllheli at Abererch beach after sheltering in St Tudwal's Roads, after sailing from Liverpool and her anchors parted.



 Abererch Beach and  Pwllheli



Llyn Peninsula and Pwllheli

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Laptop uses Bing search engine but I also use Google which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Waterlily " looking for details of her dimensions, master, builders and owners from 1834 with a match in 1835. The entries stopped in 1840 and restarted in the supplement with the change of ownership in 1849. I then searched yearly until 1865. The vessel's name was spelt Waterlily and Water Lily at different times in the register.

I searched LR ships, plans and survey reports for "Waterlily" with no match.

I searched the Crewlist Project for " Water Lily" looking for her official number and links to MNL, appropriation book, crew lists, with a match. I followed the links for crew lists and found matches. Since she was broken up in 1865 when the owners details were included for the first time, there was no match in 1865. I also searched masters "Lewis Roderick" and found a match. I could not identify the other masters from the details available.

I searched The British Newspaper Archives (BNA) for "Waterlily", "Water Lily", "schooner Waterlily", "Waterlily James", "Lily James", "Waterlily Roderick", "Lily Roderick" and "Water Lily Aberstwith" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I searched "Lily James" and other masters names, to reduce the number of possible matches to search, as "Water" also provided matches when separated from "Lily". I also searched "Lewis Roderick" with a number of matches which I could not verify were the builder, owner and master of Waterlily at some periods of time. I then made a Google search and found a match in 1899 for Welsh Gazette and West Wales Advertiser 26th October with reference to education in Aberystwyth which confirmed he was the builder, master, owner and ran a navigation school in Aberystwyth.

I searched Welsh newspapers on line for "Water Lily" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches.

I searched Coflein site for "Water Lily" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Water Lily" looking for any details of the wreck with no matches.

6.0 Results

Vessel	Name/s	Water Lily		
	Type	Schooner		
		Cargo		
Built	Date	1834		
Launched		February 1834		
	Builder	Messrs. Lewis Roderick, and Co.		
		Aberystwyth		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	Fore and aft rigged		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	Unknown ft	ins	
	Beam	ft	ins	
	Draught	ft	ins	
Tonnage	Gross	61 tons		
	Net	51 tons		
Owner	First	W. James & Co.		
	Last	Roderick, and Co.		
		Aberystwyth		
	Others			
Registry	Port	Aberystwyth		
	Flag	British		
	Number	9844		
History	Routes	Gloucester to Wales, London, Ireland & west coast of England.		
		Wales to various other Welsh ports, Ireland, Scotland & England		
	Cargo	Coal, Iron ore, Lead ore, Iron rails, Tin plate, Grain, Oats, Oil cake, Salt, Bark, Flaxseed, Porter, Timber, Pig iron, Iron, Slates, Limestone, Boulders, Bricks, Clay, China Clay		
Final Voyage	From	Liverpool		
	To	Falmouth		
	Captain	Rees		
	Crew	Unknown but usually 3		
	Passengers	None		
	Cargo	Salt		
Wrecking	Date	January 13 1843		
	Location	Aberech beach near Pwllheli		
	Cause	Driven ashore in storm		
	Loss of life	None		
	Outcome	Re-floated & taken into Pwllheli – cargo damaged		

Final Voyage	From	Unknown
	To	Unknown
	Captain	James
	Crew	Unknown but usually 3
	Passengers	None
	Cargo	Unknown
Wrecking	Date	November 2 1844
	Location	near Portinllaen
	Cause	Run ashore in storm
	Loss of life	None
	Outcome	Re-floated & taken into Portinllaen

The Cambrian 15th March 1834

A fine schooner was launched at Aberystwith, on Tuesday se'nnight, called the *Water Lily*, she glided into the ocean in fine Style.—She was built by Messrs. Lewis Roderick, and Co.

se'nnight is a fortnight or 14 days

Gloucestershire Chronicle - Saturday 25 April 1835

IMPORTS - GLOUCESTER

From Londonderry, the *Water-lily*, James, With 72 Tons 8 cwt oats, for J. and C. Sturge.

Gloucestershire Chronicle - Saturday 09 May 1835

SAILED FROM GLOUCESTER

For London : the *William and Henry*, Raigh with salt - Gopsill Brown; timber -T. Davis.-The *Hawk*, Harris, and the *Water-lily*, James, with ditto-ditto. .

Gloucestershire Chronicle - Saturday 31 December 1836

GLOUCESTER SHIPPING INTELLIGENCE.

From Port Madoc : the *Aquila*, Daniel, with 63 tons 12 cwt slates, for Tripp, Brothers.—The *Waterlily*, James, with 68 tons 10 cwt slates, for Howard.

Gloucester Journal - Saturday 02 December 1837

PORT OF GLOUCESTER. IMPORTS from the 23d Nov. to the 1st Dec. 1837.

From Newry—the *Aran*, Jones, with 45 tons oats; the *Hopewell*, Owens, with 44 tons oats: and the *Waterlily*, James, with 68 oats, all for Phillpotts and Co.

Monmouthshire Beacon - Saturday 16 February 1839

PORT OF NEWPORT

EXPORTS 4TH TO 10TH February

Water Lily, James for Liverpool 84 Tons rail iron

Gloucester Journal - Saturday 29 August 1840

PORT OF GLOUCESTER. from the 21st to the 28th Aug. 1840.

Cleared out For Dundalk, the *Waterlily*, with 48 tons bark Thos Slatter and 9 tons iron from Kendall & Sons.

Monmouthshire Merlin 12th September 1840

NEWPORT. IMPORTS for the week ending September 10th, 1840

VESSELS ARRIVED WITH IRON ORE.

Water Lily, James, from Barrow, 85 tons;

Monmouthshire Merlin 19th September 1840

EXPORTS for the Week ending September 17

And 190 vessels cleared with coal.

Gloucestershire Chronicle - Saturday 12 December 1840

PORT OF GLOUCESTER-. IMPORTS. from Dec.5 to Dec. 11,

Waterlily, of Aberystwith, James, 51 from Dublin with 20 hhds, 50 kilds porter for Martin & Co., 40 hhds, 150 kilds porter for Gopsill Brown, 100 sacks flaxseed for J. P. Kimberley

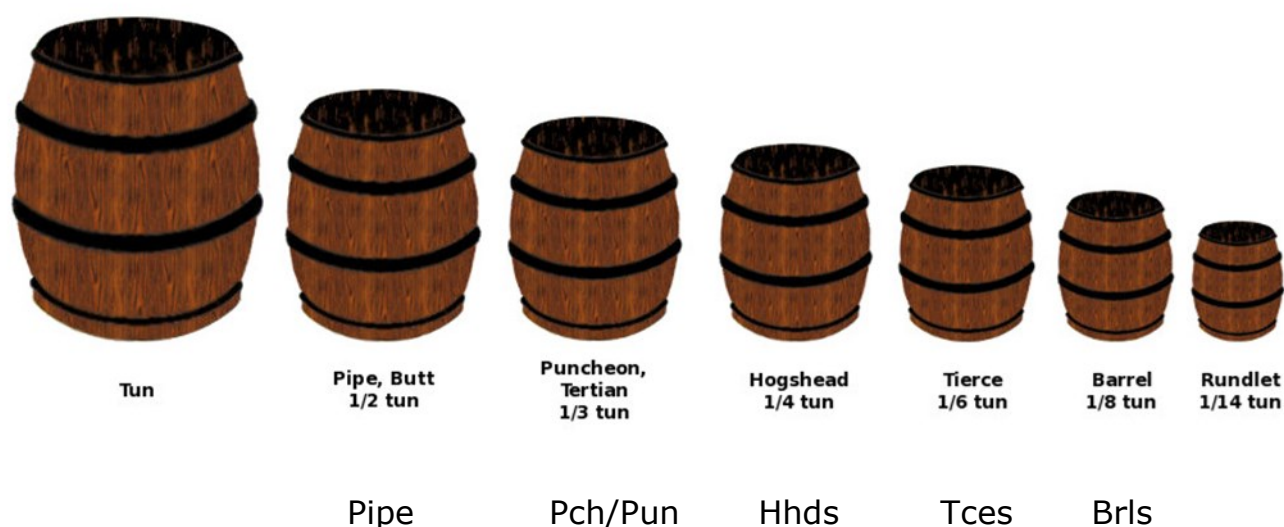


Fig. 1 Measures used for dry and wet goods

Worcestershire Chronicle - Wednesday 16 December 1840

PORT OF GLOUCESTER-IMPORTS. From the 4th to the 11th Dec., 1840.

From Dublin, the *Waterlily*, of Aberystwith, James, 51, with hhds 200 hf-brls porter for Gopsill Brown, 100 sacks flax-seed for J. P. Kimberley. and 2 hhds wine to order.

Lloyd's List - Monday 16 January 1843

Pwllheli, January 14.— The *Dove*, of Cork, for Liverpool: and the smack *Emerald* bound to Amlwch are ashore in Abertoch Bay.

The *Margetta* of Criccieth for Amlwch, the *Elizabeth*, of Cork, for Liverpool and the *Waterlily* of Aberystwith are ashore two miles to the Eastward.

The *Dove*, the *Elizabeth* and the *Waterlily* are discharging in the hope of getting into the harbour tomorrow.

Shipping and Mercantile Gazette - Thursday 19 January 1843

PWLHIELI—Jan. 17: 15-Wind W.N.W.. fresh breeze, cold and frosty. 16. a.m—N. W., more moderate; wind came around to the N.E., in the evening to E.N. E. very fine. Many of the coasters got underweigh from St Tudwell's Roads;

The *Water-lily*, Rees, got off Aberech-beach this morning, and is now safe in this harbour. Great praise is due to the master for his exertions getting her off. The *Elisabeth*, Driscoll, of Kinsale, is still on the beach; the cargo discharged, partly in damaged state. The *Dove*, Davis, has been got off the beach, and is safe at Abersoch.

Owen Evans, Esq. of Tyn Cold Aborerch, came down on the beach on Saturday morning, and finding the crew of the *Margaretta* in the rigging rewarded some of our brave tars with a sovereign for their courageous conduct in saving their fellow creatures.

London Evening Standard - Thursday 19 January 1843

PWLLHELLI, Jan. 17.— The *Dove*, from Liverpool, ashore in Abertoch Bay, has been got off and into the harbour after discharging. The *Waterlily* of Aberystwith, has been got off and into the harbour, cargo much damaged

Liverpool Mail - Saturday 21 January 1843

Pwllheli, January 14.—The *Dove*, of Cork, for Liverpool, was driven on shore last night, and is sunk a good deal in the sand. The *Waterlily*, from Liverpool to Falmouth, and *Elizabeth*, of Cork, for Liverpool, were also driven on shore. The crews are all saved.

Kentish Independent - Saturday 21 January 1843

The results of the hurricane have been severely felt upon our coasts throughout the United Kingdom.

Pwllheli; The *Dove* ashore, crew saved; the *Elizabeth* ashore Aberirch beach, crew saved; the *Waterlily* ashore, crew saved with difficulty, the *Margaretta* ashore, crew also saved : a vessel on the causeway.

Lloyd's List - Thursday 19 January 1843

Pwllheli, 17th Jan. The *Dove*, of Cork, for Liverpool, which was on shore in Aberloch Bay, 14th inst. has been got off, & brought into the harbour, after discharging her cargo.

The *Waterlily*, of Aberystwith, which was on shore about two miles to the East, has also been got into the harbour; "cargo much damaged."

Shipping and Mercantile Gazette - Wednesday 25 January 1843

Pwllheli, 23rd Jan. Since my last the wind has been variable from S.S.E. a gale at intervals with rain. The *Elisabeth*, Driscoll, Kinsale, lately stranded on Aberech beach, is in the harbour; her cargo (wheat) discharged, partly damaged. Also the *Water-lily* — her salt in a damaged state.

Gloucester Journal - Saturday 18 March 1843

PORT OF GLOUCESTER. IMPORTS from March 10, to March 17

From Cardiff— the *Friends*, Williams, 41, with 70 tons coal, and the *Success*, Sims, 30, the *Waterlily*, James, 31, and the *Captive*, Cook, 30, each with 60 tons coal for John George and James Wall.

The Albion 5th June 1843

VESSELS ENTERED FOR LOADING

EUROPE

Bahr. Brethren & Co *Waterlily* 51 Havre & Rouen

Manchester & Salford Advertiser - Saturday 23 September 1843

Vessels arrived at Liverpool

Guernsey &c.

Water Lily (51, of Aberystwith) W. James from Jersey – Georges dock
.

Shipping and Mercantile Gazette - Monday 04 November 1844

PWLLHELI—Nov. 2: It has been blowing perfect gale since yesterday and last night, with heavy squalls, and sleet and rain.

The *Waterlily*, of Aberystwith; and the *Elizabeth and Ann*, Charles, from Caernarvon for Carmarthen; are now on shore near Portinllaen; crews saved. . . . Studwall Roads have been clear of all shipping. No disasters this side of the bay. Now (3 p.m.) more and clear, wind E. , .

PWLLHELI—Nov. 3: Noon—Wind S.E.. strong, cloudy. It blew very hard all last night from the S.E.

I have been favoured with the following report by Mr. Edwards, of the *Good Intent*, vessels having slipped Portinllaen Roads yesterday, and run ashore. The *John*, Morgan, of Caernarvon, slate laden, sunk old harbour. . . , *Elisabeth*, of Abersoch, sunk, from Cardiff for Liverpool.

Eleonor, of Pwllheli, sunk. , .. .

Elizabeth and Ann, of Kidwelly; *Water-lily*, of Aberystwith ; *Vron*, *Mermaid*, *Elizabeth*, and *Rapid*, all of Nevin, *New Gift*, Williams, of Pwllheli; are on shore.

There are 18 vessels on shore altogether—I could not ascertain more of their names—nearly all loaded vessels. . . . The following vessels are at the old pier with trifling damage :—The *Good Intent*, Edwards, from Liverpool for Guernsey. *Progress*, of Nevin, for Gloster- *Catherine*, *Jane and Mary*, of Pwllheli; from Liverpool. *Hope*, of Kevin, from Bristol for Rhyllan, *Jane* of & for Barmouth from Liverpool. *Jane and Eliza*; and *One*, Jones; for Dublin. *Priscilla*, Evans, Pwllheli- *Alice* from Charlestown ; and *Ann and Fanny* ; for Liverpool. All the vessels on shore slipped from their anchors.

Lloyd's List - Tuesday 05 November 1844

Pwllheli, 3rd Nov. It blew a heavy gale from SE on the night of the 1st inst. and all yesterday, during which the following Vessels were driven on shore on Portinllaen beach, viz.;— The *Morgan*, of Caernarvon, sunk;
The *Elizabeth*, from Cardiff to Liverpool, sunk;

The Eleanor, of Pwllheli, sunk;
The Waterlily, of Aberystwith;
The Orion, the Mermaid, the Elizabeth, and the Rapid, all of Nevin;
and the New Gift, of Pwllheli.”

The Welshman 13th September 1850

CARDIGANSHIRE.

ABERYSTWICH.—On the 5th instant, Evan Lewis, Master of the Water Lily, of this port, was charged at the instance of Mr. James Hurd, one of the officers of Inland Revenue, before R. O. Powell, Esq., and the Rev. J. W. Morris, County magistrates, with having three gallons of Irish Whiskey in his vessel on the 10th of August last, while lying in the harbour at this place. Mr. Williams, the Comptroller of Customs, proved that he went on board the vessel on her arrival into port, and according to the usual custom demanded to see the stores. The Captain (defendant) produced about half a gallon of spirits, and on search being made, Mr. Williams found concealed in a locker under the cabin, three jars each containing one gallon of Whiskey. The magistrates inflicted a penalty of £25 with a recommendation to the Board to mitigate the same to £5.

Shipping and Mercantile Gazette - Monday 16 December 1850

ABERYSTWICH—Dec. 14 : The weather for the past few days, and also the bar, indicated a change. This morning wind S., brisk, with fine open sky, bar. falling fast. Soon after the sun passed the meridian, the gale came on from S.S.W., accompanied with heavy showers of rain, about 3.30 p.m., it blew a complete hurricane for about 20 minutes and so thick that objects at 200 yards distant could not be discerned. The sea rose very high in the bay, and the wind veered to the W., blowing strong; half hour after the tide ebbed it flowed nearly 2 feet.

During the gale the schooners Water Lily, Lewis, and Earl Lisburn, Evans, which sailed on the 9th inst. for Bristol, put back. It appears they could not get round Milford.

The bar. during the gale fell six-tenths.

Shipping and Mercantile Gazette - Friday 10 January 1851

ABERYSTWICH—Jan. 7 The weather continues very unsettled, wind from S.E. W., accompanied with rain and very hazy, the sea in the bay running very high every day; bar. variable. „ , Put in, windbound—The schooner *Druid*, Newell; and smack *Dove*, Jones, from Portmadoc; both for the Bristol Channel. _ in the harbour, the following, viz.—The *Earl Lisburn*, Evans; *Water Lily*, Lewis; *Alice Eleanor*, Parr, *Eagle*, Williams; *Omnibus*, Jenkins; and *Hope*, Watkins; all laden with lead ore.

Shipping and Mercantile Gazette - Friday 31 January 1851

ABERYSTWICH—Jan. 29: 8.8. W., strong, rain ; bar. 28 70 Ther 48
Owing to the unsettled state of the weather, the following vessels are detained in the harbour, windbound, viz.;—the *Earl Lisbourn*, *Candace*, *Alice Eleanor*, *Jane and Mary*, *Jane*, *Eugenia*, *Adventure*, *Waterlily*, *Energy*, *Urgent*, *Sincerity*, *Excellent*, *New Hope*, *Omnibus*, *Dove*, *Druid*. *Agenoria*. *Venus*, *Letticia*. *Eagle*, *Ruby*, *Sussex*, *Margaret Evans*, *Mary* ; all loaded vessels. Several vessels in ballast are also ready for sailing.

The Welshman 23rd May 1856

ACCIDENT.—On Wednesday last a severe accident occurred to John Pierce, a young man on board the schooner *Water-lily*." The vessel had just left the port, at Aberystwith, when she returned again in consequence of the block of the topsail tie having fell on the head of Pierce, causing a serious fracture of the skull. Medical attendance was quickly obtained and the patient is recovering.

Gloucester Journal - Saturday 20 September 1856

GLOUCESTER.

. Imports from Sept. 12, to Sept. 19, 1856.

From Aberdovey the *Water Lily*, of Aberystwith, Jenkins, 51 with 77 tons slates and slabs for Ford and Brothers.

The Welshman 12th February 1858

At the Town-hall on Tuesday, before F. R Roberts, Esq., Mayor, and David Edwards, Esq. David Hughes, mariner, charged Lewis Roderick with non-payment of wages as a seaman on board the Water Lily, amounting to £4 12s 1½ d. The defendant was ordered to pay the amount claimed.

Caernarvon & Denbigh Herald - Saturday 21 January 1860

ABERYSTWYTH

Town HALL, JAN. 17th.—On Tuesday, before Robt. Edward, Esq., mayor, and Thomas Jones., Esq.

Lewis Roderick was summoned for non-payment of wages, as seaman on board the Water-lily. Defendant admitted the debt, and was ordered to pay.

Salisbury and Winchester Journal - Saturday 08 September 1860

BANGOR SLATES.

JUST ARRIVED, per "Water Lily," a
Cargo of best BANGOR SLATE, Patent Slate Ridging,
Plain and Moulded Chimney Pieces, Skirting, Slabs of large
sizes for Dairy Tables, Larders, &c.

Slate Cisterns made to order.

Also, for Sale, Lime, Laths, Cement, Plaster, Hair, and all
kinds of Welsh and Stourbridge Fire Goods.

Roofs Slated at per Square. [3791

JOHN BLANCHARD, East-street, Poole.

Coflein

The WATERLILLY or WATER LILY was a wooden schooner registered at Aberystwyth. At time of loss, the vessel was outward bound from Liverpool and had been sheltering in St Tudwall's Road during the storm of 13 January 1843. The schooner's anchor cable parted and it was driven on shore with the

ELIZABETH (NPRN 271711) and the Porthmadog smack MARGARETA (see NPRN 271712)

Sources include:

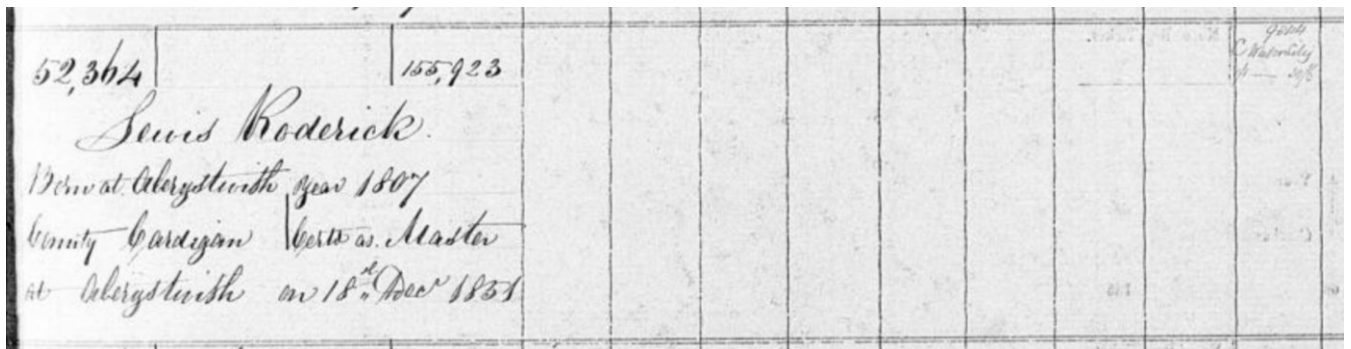
Larn and Larn Shipwreck Database 2002

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg26

Maritime Officer, RCAHMW, May 2008.

LEWIS RODERICK (1807- 1880) born in Aberystwyth

Granted a masters certificate No. 155923 in 1851, Certificate of competency or certificate of service number. 52364, National Archives Reference 124/12



The Aberystwith Observer 5th March 1864

LOCAL NEWS. Our young townsman, Mr. William Clayton, passed successfully the necessary examination for only mate, last week, at Cork. Mr. Clayton was instructed by Mr. Lewis Roderick, and is his third pupil who has so passed

The Aberystwith Observer 4th February 1865

We learn that Mr. David Jones, Queen-street, and Mr. Robert Evans, High-street, in this town, have successfully passed their examination at Liverpool, the former as Only Mate, and the latter as Second Mate; and also that Mr. John Jones, of Borth, has successfully passed his examination at Cork, as Only Mate. The above were late pupils of Mr. Lewis Roderick, of this place.

The Aberystwith Observer 25th May 1867

MR. JOHN RICHARDS of Trefachan late pupil of Mr, Lewis Roderick, of this town has successfully passed his examination, in London as Master Mariner

The Aberystwith Observer 22nd February 1868

MARINE EXAMINATION.—John Jones, son of the late Mr Thomas Jones, Tanner, Pwllhobby, near this town, (late pupil of Mr Lewis Roderick, of this I place,) has past his examination at Bristol as master in the foreign service.

The Aberystwith Observer 13th November 1869

NAVIGATION.

TO THE EDITOR OF THE ABERYSTWYTH OBSERVER.

Sir,-You informed the public last week that Mr. Thomas Lewis, of Borth, had passed his examination at Liverpool as master in foreign trading. I have just received a letter from him in which he ascribes his success in a great measure to my careful tuition. He writes "I got through first-class. I hope that you have a good number of scholars in your school and I would recommend them all to stay with you until you declare them to be fit for examination, and then they will go through the same as easily as if they had only a simple sum of addition to do." I consider this a good testimonial in my favour.-I remain yours, &c.,

LEWIS RODERICK.

The Cambrian News and Merionethshire Standard 16th April 1880

DEATHS

RODERICK—April 4, aged 73, Lewis Roderick, Aberystwyth, master mariner.

Welsh Gazette and West Wales Advertiser 26th October 1899

HISTORY of EDUCATION IN ABERYSTWYTH.

We must not forget the School of Navigation kept in North Parade by Mr. Lewis Roderick. The scholars here were grown-up young men who had already been at

sea and entered school to become acquainted with the theoretical part of their profession, and the use of the quadrant and sextant. Mr. Roderick had himself been a seaman, having with his brother built and manned "The Water Lily"

Gloucester Docks, Gloucester & Sharpness Canal

The Main Basin at Gloucester was constructed as the terminus of the ship canal with an entrance from the Severn estuary at Sharpness. As the work was nearing completion, there was concern that the basin would not be large enough for the trade expected, and so an additional Barge Arm was constructed to ensure that the Main Basin could be kept free for sea-going ships. In addition, the Canal Company built a warehouse at the north end of the basin. The canal was formally opened on the 26 April 1827, and a huge crowd gathered to watch the first two vessels enter the basin amid the firing of guns and the ringing of church bells.

Once the canal was fully operational, local merchants were soon taking advantage of the new facilities. Importing through Gloucester cut out the former need for transshipment at Bristol, where there were high port charges. Cargoes could be transferred direct to narrow canal boats which could carry the goods up the river and through the inland canals to supply the growing industrial towns of the Midlands. The canal linking Gloucester and Sharpness docks is often said to be 16 miles long, 16ft deep and to have 16 bridges. In fact it was intended to be 18ft deep in the centre to accommodate the keels of large sailing ships, but it was not dredged to the full depth because in later years steamers had flatter bottoms and the under-water curvature of the bridge-holes became limiting. Vessels were originally towed along the canal by horses, but their use declined after steam tugs were introduced in 1860. Most of the original mileposts are still in-situ, showing distances from Gloucester and from Sharpness, and missing ones have been replaced. There are also many white checking posts along the towpath, intended for taking a check-rope when necessary to correct the course of a vessel in the narrow channel.

The geographical position of Gloucester so far inland was a tremendous advantage, and traffic was soon exceeding all expectations. As well as the trows and barges employed in the existing river and coastal trade, there were increasing numbers of two-masted brigs and schooners and some three-masted barques. Early imports included corn from Ireland and the Continent, timber from the Baltic and North America, and wines and spirits from Portugal and France. The main export was salt which was brought down the river from Worcestershire.

To cope with all this activity, warehouses were built around the Main Basin, an earlier dry dock was enlarged, and an engine house was built to augment the

canal's water supply by pumping from the River Severn. To extend the quay space, Bakers Quay was constructed along the canal, and this was mainly laid out for timber yards. Large storage yards were necessary as the timber loading ports were iced-up during the winter and most of the imports arrived during the summer and autumn. Several of the yards were surrounded by high fences and were locked up under customs supervision so that foreign timber could be stored there without paying import duty. Some of the ships bringing timber from North America were locally owned, and they often carried emigrants on the outward journey.

During the 1840s, it was realised that further developments would be necessary. At busy times, the basin became so crowded that vessels had to wait their turn for a berth. Also, there was a national movement towards reduced import duties, and particularly following the repeal of the Corn Laws in 1846, the Canal Company recognised they should prepare for a major increase in foreign imports. They therefore arranged for the Victoria Dock to be constructed to the east of the Main Basin with a narrow cut linking the two, and the new dock was opened in 1849. At the same time, further corn warehouses were built and new timber yards were established.

Also during the 1840s, there were various moves to bring railway connections into the docks. First the Midland Railway constructed a standard gauge line from their station to the south end of Bakers Quay with a branch serving the east side of the main docks area, and later the Great Western Railway operated a broad gauge branch from the South Wales line to serve a new quay on the west side of the canal. These lines were increasingly used to distribute imports to the Midlands in competition with the river and canal route.



Fig. 2

Main Basin at Gloucester

7.0 Analysis

In the 1830s ships were being built in Aberystwyth and there were three shipbuilders listed in Pigot's Directory: Rees Davies of Shipbuilders Row, Foulke Evans of Bow St and Thomas Williams of Pier St. It appears from this that Lewis Roderick and his brother were occasional ship builders. Lewis Roderick was a master mariner who probably obtained his certificate by experience when the Merchant Shipping acts were passed.

The entries for the *Waterlily* were always recorded alphabetically as this spelling in LR although sometimes with the *WaterLily* given a capital L. In the reports in newspapers she was shown as *Waterlily* or *Water Lily* and as *Water Lily* in the few entries in the MNL.

The appropriation book entry for the *Water Lily* official number 9488 shows she was broken up, dated 13th March 1865.

The storm of the 13th January 1843 resulted in the *Waterlily* being driven ashore on Aberech Beach near Pwllheli, she was recovered to the harbour at Pwllheli after unloading. The cargo of salt was damaged but the crew were saved.

The storm of the 2nd November 1844 when *Waterlily* was in the roads at Portinllaen she slipped her anchors and was run ashore to save the vessel and crew. She was one of eighteen vessels run or driven ashore on the same night, others sank or suffered minor damage. She was re-floated and reported sailing w/e November 19 1844 from Portinllaen.

The newspapers for the Port of Newport did not list vessels arriving in ballast and did not list vessels sailing with coal, only the numbers of vessels and the tonnage of coal. The occasions *Waterlily* was recorded only arriving or sailing was probably due to this practise as can be seen from Monmouthshire Merlin 19th September 1840 when 190 vessels left with coal that week. The *Waterlily* was probably one of these as she arrived at Aberystwyth on the w/e September 18th with coal from Newport. The newspapers at Cardiff followed a similar practise.

The schooner *Lily*, James appeared as a possible match, with the name shortened as *W Lily* was, but I later discovered it was another vessel registered at Newport. There was also a *Waterlily*, Jones which may have been a mistake from James but it too was another vessel.

The *Waterlily* seemed to suffer from competition from steamers sailing to Liverpool and Bristol. The Bristol to Gloucester railway opened in July 1844 and

the Waterlily almost ceased carrying cargo to Gloucester. She was shown as a Gloucester coaster in LR until 1849 when she was recorded as being owned by Roderick & Co. and sailing as an Aberystwyth coaster. Gloucester was the entry to the canals leading to Birmingham and the Midlands for the growing industrialisation inland. Gloucester as a port avoided the costs of transshipment at Bristol which was expensive. The Water Lily would have been towed by horses along the canal to Gloucester, a steam being introduced in 1860.

The iron ore from Barrow was also in the late 1850's now smelted in Barrow removing another source of the Waterlily's trade.

The arrival of the railway at Aberdyfi (Aberdovey) and Aberystwyth coincided with the breaking up of the Waterlily in 1865, it may have been the final straw in a struggle in the 1850's and 1860's to find cargo to carry in an elderly vessel.

I was unable to find any reports concerning the Water Lily after 1860, suggesting she was laid up before being broken up.

Lewis Roderick seems from at least 1864 to have concentrated on his navigation school in Aberystwyth, I have only copied a few of many reports of his pupils passing the marine examinations. He taught pupils with experience of the sea the theory and practicalities of navigation, preparing them for the examinations to mate, master and master foreign.

It was reported in the Welsh Gazette and West Wales Advertiser 26th October 1899 that Lewis Roderick built and manned the Water Lily with his brother so the Roderick listed as the master could be either brother.

The majority of reports concerning the Water Lily came from the BNA with the remainder from WNL, with Google searches providing some information.

8.0 Conclusions & Recommendations

I have spent about 45 hours on this project with about 90% of the time spent on line and copying reports found.

The Water Lily was broken up, so there is no wreck site for her.

I have used the Crewlist project to trace masters certificates for the first time.

The Ancestry website would probably provide further details of the masters and owner for a subscription.

The project has answered most of my original questions except for details of the crew and little details about the masters. The crew lists were only required at the end of its life, when it appears to have been laid up. It ended with the vessel being broken up without any apparent reason except for its age. Lewis Roderick the builder and master for some periods, moved onto teaching navigation at the end of its lifetime. The port records for Aberystwyth are not available on line.

The Water Lily was a small schooner, the equivalent of a large modern delivery lorry along the coast of Wales and elsewhere. It was not recorded in the newspaper reports on many of its journeys from Newport, Cardiff and elsewhere. It survived being driven ashore twice in the 1840's but was involved in little incident after that apart from an accident to a crewman and the master being fined for smuggling. It seemed to sail all year around with periods confined in port by contrary winds. Its story is common for vessels of this size without even an event at its end.

9.0 References

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Appendices:

Appendix A – Table of Lloyd’s Registers entries for the Water Lily 1834

SUPPLEMENT.							W			
William Thompson	R Wilson	223	London	1831	Baker & C	London	Glr. London	6	A	1
-son Bk P.S. & C. 24			pt Old Materials							4
Ware	Bg J. Fulton	173	Mtros	1835	Lindsay &	Mtros	Mtr. Baltic	7	A	1
	pt I.B.				3 Mo					3
Wallace	S Robrtson	338	Alloa	1835	Duncanson	Alloa	Lth. N S W.	9	A	1
	C.35									3
William &	Yorston	227	Shlds	1835	Winney &	Shields	Lon, Newcastle	8	A	1
Sarah 6g pt I.B.					3 Mo					4
Woolington	Atkinson	235	Jarrow	1834	Tyzack &	N Shlds	Lon.	9	A	1
	Bk				11 Mo					4
Willem	G H. Kiers	115	Pekla	1813	H. Kiers	Pekela	Liv. Narva	E	1	
	d. 30 I.B.									4
Water Lily	Sr W. James	61	Abryst	1834	Capt & Co	Abryst	Glr. Lydney	6	A	1
	I.B.				3 Mo					3
Waterville	Marton	150	Burfd	1835	Bully &	verpl	Bid. Livrpl	11	A	1
										6
William	Thompsn	133	N Brns	1830	J. Rait	t. And	Lon N. Amr	E	1	
Fourth Bk 34					BB. S. & F.					3
William	J Murphy	48	Cork	1835	T Herrich	Cork	Crk. Livrpl	9	A	1
Tom Sp	I.B.				pt RP. plank					3
Washington	Rutherford	265	Sndrld	1835	Rutherford	Dundee	Lon. NY rk	11	A	1
	Bk				1 mo					1

1835

51	Water Witch	Sheddan	114	P. E. Isl	1832	Johnston	Grenck	Cly.	4	A	1
	Bg C.34, I.B.			BB.S.	Hk&	RP.ND.ptn	.TSds &	lrp.35			5
2	—	R. Sterry	124	Hstngs	1831	H. Gibbs	London	Lon.Leghrn	10	A	1
											34
3	—	W. Wilson	73					Belfast			
4	Waterford Sr	Atherton	116	Brdprt	1818	Loder & C	W'ymth	Wey.Londn	Æ	1	
				ND.30							34
5	Waterhen Bk	W. Dodds	355	Hull	1825	Brcklbank	London	Lon.Quebec	Æ	1	Æ 1
	pt I.B.										3
6	Waterhouse	W. Carter	229					Nwcastl			
7	Waterlily	G. Bruce	262					London			
8	—	Sr W. James	61	Abryst	1834	Capt.&Co	Abstwh	Gr.Lydney	6	A	1
				pt RP. plk 2 Mo							5
9	—	Sr T. Ruby	182	Sthmtn	1832	Nesbitt &	Limer	on Limrck	12	A	1
							Belfas	Loa.			A 1
60	Waterloo Bg	R. Baird	107	N.Scot		G. Tate	Belfas	el. Coastr	E	1	3
	s.32 I.B.			BB&P. lrp.32							34
1	—	Sr B. Kaller	92	Drtmh	1815	Blackaller	Drtm'	gn.	Æ	1	Æ 1
								on Darimth			4
2	—	I.B. J. Calder	56					London			

Waterlily, schooner, master W. James, 61 tons, Built at Aberystwith February 1834, owners Captain & Co., registered at Aberystwith, sailing Gloucester to Lydney classified A1 for 5 years, survey May 1834, iron bolts, part Red pine planks

1836, 1837, 1838, 1839 No changes

1840 No changes except classification now AE1

1841, 1842, 1843 No entry

1844 in supplement

Willem Corn-	Reincke	168	FrsInd	1830	Sypsteyne	Amstrd	Fal. Rttrdm	—	Æ	1
elis G I.B.			Drp.40&45							3, 45
William & Ann	Gilbert	264	Sndrld	1845	Walker	Sundrld	Sld. Bayon	8	A	1
Sw		270								3, 45
William Pun-	T. Pitt	170	Abrdn	1845	J. Munn	Nwidld	Abn. Cpngn	6	A	1
ton Bg YM.45			O.&L.							4, 45
Waverley Bg	J. Ternan	148	Pictou	1844	M. Ternan	Liverpl	Liv.	4	A	1
YM.45		112	B.S.&P.							4, 45
Waterlily Sr	R. James	61	Abryst	1834	Rodrick &	Abryst.	Abs. Coastr	6	Æ	1
I.B.		51								4, 45
West Lothian	A. Bell	198	Leith	1845	Howison	ness	Lth. Mntral	8	A	1
Sr		144								4, 45
William S	ordison	27	Brwek	1832	J. Batter	erwek	Bwk. S Seas	—	Æ	1
YM.			Srprs 45							4, 45
William Th	Robson	286	Sndrld	1845	P. Scott	ndrld	Sld. Merime	8	A	1
mas Sw ptl.										4, 45
WeTottie Bg	Phillips	162	Ncastl	1845	T. Brown	Ncastle	Nwc.Lond.	9	A	1
										5, 45

Master now R James, 61 tons gross, 51 tons net, owners now Roderick & Co, registered at Aberystwyth, Aberystwyth coaster, new survey at Aberystwyth in April 1845, AE1 for 6 years.

1845 No changes

1846 New survey March 1847, still AE1, some repairs 1847

1847 No changes

1848 New survey September 1848, Newport, amended to Newport coaster

1849 No changes

1850 no changes except registered port, sailing area, classification and surveys all blank

1851, 1852 until 1865 No entry

Appendix B – The Timeline for the *Water Lily***1834**

w/e March 28 1834 Newport sailed Waterlily, Roderick – Iron and tin plates

July 8 1834 Liverpool arrived Waterlily from Newport- Sundries

1835

w/e February 21 1835 Cardiff sailed Water Lily, James for Liverpool – Iron

w/e April 25 1835 Gloucester arrived Water Lily, James from Londonderry - Oats

w/e May 9 1835 Gloucester sailed Water Lily, James for London – Salt & Timber

September 10 1835 Penzance arrived Water Lily from London for Waterford

1836

w/e March 10 1836 Newport sailed Water Lily, James – Iron and Tin plates

w/e May 3 1836 Carnarvon passed through the Straits of Menai Water Lily, James
· from Bangor for London

May 27 1836 Dublin arrived Water Lily, James from London

w/e July 2 1836 Newport arrived Water Lily, James – Iron ore for Mr Gething

w/e July 2 1836 Newport sailed Water Lily, James – Iron and Tin plates

w/e August 6 1836 Neath sailed Water Lily, James for Isle of Man

w/e September 15 1836 Newport sailed Water Lily, James – Iron and Tin plates

September 23 1836 Liverpool arrived Water Lily, James from Newport – Iron

w/e December 31 1836 Gloucester arrived Water Lily, James from Port Madoc
· - slates

1837

February 3 1837 Liverpool arrived Water Lily, James from Newport - Iron

May 27 1837 Milford sailed Water Lily, James for Red Wharf

w/e June 24 1837 Neath sailed Water Lily, James for Aberystwith

w/e October 14 1837 Newport sailed Water Lily, James – Iron and Tin plates

w/e December 1 1837 Gloucester arrived Water Lily, James from Newry – Oats

1838

March 30 1838 Waterford passage arrived Water Lily, James from Bangor &
 . Ross &c

April 13 1838 Waterford passage sailed Water Lily, James for Limerick

April 22 1838 Limerick arrived Water Lily, James from New Ross

June 2 1838 Dundalk arrived Water Lily, James from Glasgow - Coals

June 15 1838 Dundalk sailed Water Lily, James for Bristol

w/e July 7 1838 Neath sailed Water Lily, James for Aberystwith

To July 21 1838 Aberystwith arrived Water Lily, James from Neath

To August 23 1838 Neath cleared Water Lily, James for Dundalk

November 16 1838 Londonderry arrived Water Lily, James from Aberystwith
 . – Bark

December 8 1838 Donaghadee put in Water Lily, James from Derry and sailed
 . for Dublin

w/e December 29 1838 Port Madoc arrived Water Lily, James from Dublin

1839

January 9 1839 Dartmouth sailed Water Lily for Newport

January 26 1839 Bristol arrived Water Lily, James from Portmadoc

February 6 1839 Newport sailed Water Lily, James for Liverpool –
 . Iron and Tin plates

w/e February 16 1839 Newport sailed Water Lily, James – Iron and Tin plates

February 23 1839 Liverpool arrived Water Lily, James from Newport

w/e April 12 1839 Bangor sailed W Lily, James for Chester

April 30 1839 Dublin arrived Water Lily, James from Cardiff – Iron

To July 3 1839 Neath sailed Water Lily, James for Cork

July 4 1839 Cork of Cork arrived Water Lily, James from Neath

July 20 1839 Cove of Cork sailed Water Lily, James for Southampton

July 23 1839 Portsmouth arrived Water Lily, James from Cork

July 29 1839 Portsmouth sailed Water Lily, James for Southampton

July 30 1839 Cowes put in Water Lily, James from Cork & sailed for Southampton

August 29 1839 Londonderry arrived Water Lily, James from Southampton

September 8 1839 Donaghadee put in Water Lily, James from Londonderry

. & remains

October 29 1839 Bristol, Pill arrived & gone up the river Water Lily, James

. from Douglas

1840

w/e January 23 1840 Gloucester arrived Water Lily of Aberystwith 51, James
. from Bangor 72 tons slates Mr Ward

w/e February 8 1840 Newport sailed Water Lily, James for Aberdovey
. – Iron and Tin plates

March 20 1840 Newport sailed Water Lily, James for Bowling Bay– Iron and
. Tin plates

April 19 1840 Lancaster arrived Water Lily, James from Glasgow – Pig iron

April 23 1840 Lancaster sailed Water Lily, James for Barrow

July 1 1840 Runcorn arrived Water Lily, James from Aberdovey

July 4 1840 Runcorn sailed Water Lily, James for Liverpool

July 25 1840 Newport arrived Water Lily, James from Barrow

w/e August 1 1840 Newport arrived Water Lily, James from Whitehaven- iron ore

w/e August 6 1840 Newport arrived Water Lily, James from Barrow - 80 tons
. iron ore

w/e August 6 1840 Newport sailed Water Lily, James for Liverpool – 85 tons
 . iron bar

August 8 1840 Liverpool arrived Water Lily, James from Newport

w/e August 29 1840 Gloucester sailed Water Lily, James for Dundalk – Bark

w/e September 12 1840 Newport arrived Water Lily, James from Barrow- iron ore

w/e September 18 1840 Aberystwith arrived Water Lily, James from Newport -
 . Coals

w/e November 6 1840 Aberystwith sailed Water Lily, James for Dublin – Oak bark

November 30 1840 Dublin sailed Water Lily, James for Gloucester – Porter

December 12 1840 Gloucester sailed Water Lily, James for Cardiff

w/e December 11 1840 Gloucester arrived Water Lily 51, James from Dublin

w/e December 16 1840 Gloucester arrived Water Lily 51, James from Dublin
 . – Porter & Flaxseed

1841

w/e January 8 1841 Aberystwith arrived Water Lily, James from Cardiff - Coals

March 25 1841 Dublin sailed Water Lily, James for Lynn

w/e April 17 1841 Great Yarmouth arrived Water Lily, James from Dublin –
 . Oil cakes

April 21 1841 Great Yarmouth sailed Water Lily, James for Newcastle

April 27 1841 Newhaven sailed Water Lily, James for Liverpool - Boulders

May 6 1841 Runcorn arrived Water Lily, James from Newhaven

w/e August 27 1841 Charlestown arrived Water Lily, James from London

w/e August 27 1841 Charlestown sailed Water Lily, James for Liverpool

August 23 1841 Falmouth put in and sailed Water Lily, James from Charlestown
 . for Liverpool

August 28 1841 Liverpool arrived Water Lily, James from Fowey

September 28 1841 Cardiff arrived Water Lily, James from Whitehaven

November 23 1841 Beaumaris passed by Water Lily, James from Newry
 . for Bangor
 w/e December 10 1841 Aberystwith arrived Water Lily, James from Red Wharf
 . - Limestone

1842

January 25 1842 Holyhead sailed Water Lily, James from Flint for Aberystwith
 w/e February 11 1842 Aberystwith arrived Water Lily, James from Flint - Coal
 w/e February 28 1842 Aberystwith arrived Water Lily, James from Flint
 w/e April 15 1842 Aberystwith sailed Water Lily, James for Newport
 May 11 1842 Aberystwith sailed Water Lily, James for Neath
 w/e May 20 1842 Aberystwith sailed Water Lily, James for Neath
 August 1 1842 Liverpool arrived Water Lily, James from Cardiff
 September 23 1842 Waterford arrived Water Lily, James from Chester - Bricks
 October 13 1842 Note passage, Waterford sailed Water Lily, James
 . for Portsmouth – Grain

1843

January 13 1843 Aberech driven ashore Waterlily, Rees from Liverpool for
 . Falmouth - discharging
 January 17 1843 Pwllheli arrived Waterlily, Rees from beach
 w/e March 11 1843 Cardiff sailed Water Lily, James for Gloucester - Coal
 w/e March 16 1843 Gloucester arrived Water Lily, James from Cardiff - Coal
 March 11 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
 w/e April 1 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
 w/e April 1 1843 Cardiff sailed Water Lily, James for Gloucester – Coal
 w/e May 6 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
 w/e May 6 1843 Cardiff sailed Water Lily, James for Gloucester – Coal

To May 10 1843 Pwllheli sailed Water Lily, James for Falmouth
w/e May 20 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
w/e May 27 1843 Cardiff sailed Water Lily, James for Gloucester – Coal
June 5 1843 Liverpool entered loading Water Lily 51 for Havre & Rouen
w/e June 24 1843 Cardiff sailed Water Lily, James for Gloucester – Coal
June 27 1843 Lyme arrived off Water Lily, James from Chester for Rouen
w/e July 15 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
w/e July 15 1843 Cardiff sailed Water Lily, James for Gloucester – Coal
w/e July 29 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
August 1 1843 Newport arrived Water Lily, James from Poole – Clay
August 2 1843 Liverpool arrived Water Lily, James from Poole
August 2 1843 Liverpool entered loading Water Lily for Guernsey & Jersey and
w/e August 5 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
w/e August 5 1843 Cardiff sailed Water Lily, James for Gloucester – Coal
w/e August 12 1843 Cardiff arrived Water Lily, James from Gloucester – Ballast
August 17 1843 Liverpool cleared outwards Water Lily, James for Jersey
September 12 1843 Liverpool arrived Water Lily 51, of Aberystwith W. James
· from Jersey – Georges dock
October 14 1843 Bristol arrived Water Lily, James from Lidney
November 13 1843 Bristol arrived Water Lily, James from Lidney
December 16 1843 Glasgow sailed Water Lily, James for Runcorn
December 21 1843 Newport, Mon. cleared Water Lily, James for Bristol

1844

January 4 1844 Runcorn arrived Water Lily, James from Glasgow
January 13 1844 Bristol arrived Water Lily, James from Gloucester
February 2 1844 Bristol arrived Water Lily, James from Gloucester

February 6 1844 Newport, Mon. arrived Water Lily, James from Barrow
February 27 1844 Newport, Mon. cleared Water Lily, James for Liverpool
March 11 1844 Liverpool arrived Water Lily, James from Newport – Iron
March 14 1844 Newport, Mon. arrived Water Lily, James from Liverpool
March 22 1844 Bristol arrived Water Lily, James from Lydney
April 6 1844 Newport, Mon. arrived Water Lily, James from Gloucester
April 12 1844 Newport, Mon. cleared Water Lily, James for Gloucester
w/e April 17 1844 Newport, Mon. sailed Water Lily, James for Runcorn–Iron & Tin
June 29 1844 Newport, Mon. sailed Water Lily, James for Gloucester
September 4 1844 Bristol arrived Water Lily, James from Lydney
October 22 1844 Bristol arrived Water Lily, James from Lydney
November 2 1844 Waterlily of Aberystwith on shore near Portinllaen
w/e November 19 1844 Portinllaen sailed Water Lily, James
November 18 1844 Bristol arrived Water Lily, James from Lydney
December 5 1844 Bristol arrived Water Lily, James from Lydney

1845

To February 19 1845 Lynn arrived Water Lily from Newport
w/e May 9 1845 Aberystwith sailed Water Lily, James for Flint – Lead ore
To May 29 1845 Neath arrived Water Lily, James
To June 2 1845 Neath, Giants Grave arrived Water Lily, James from Aberystwith
June 11 1845 Neath, Giants Grave sailed Water Lily, James for Waterford
June 15 1845 Waterford arrived Water Lily, James from Neath
June 25 1845 Waterford sailed Water Lily, James for Liverpool
June 27 1845 Liverpool arrived Water Lily, James from Waterford
w/e August 2 1845 Glamorganshire canal, Cardiff arrived Water Lily, James
· from Liverpool

August 16 1845 Cardiff sailed Water Lily, James for Liverpool
 w/e August 23 1845 Cardiff sailed Water Lily, James for Liverpool
 September 12 1845 Waterford arrived Water Lily, James from Caernarvon
 September 24 1845 Waterford sailed Water Lily, James for Newport
 September 25 1845 Port Madoc arrived Water Lily, Thomas of Aberystwith
 October 29 1845 Newport, Mon. sailed Water Lily, James for Dublin
 November 11 1845 Port Madoc arrived Water Lily, James from Dublin
 November 29 1845 Porthcawl arrived Water Lily, James from Portmadoc
 December 7 1845 Porthcawl sailed Water Lily, James for Cardiff

1846

January 6 1846 Cardiff sailed Water Lily, James for Liverpool
 January 12 1846 Liverpool arrived Water Lily from Cardiff
 February 8 1846 Penzance sailed from Roads Water Lily for Swansea
 March 13 1846 Port Talbot arrived Water Lily, James from Aberystwith
 March 29 1846 Port Talbot remains Water Lily, James for Aberystwith
 April 16 1846 Port Talbot arrived Water Lily, James from Aberdovey
 May 4 1846 Portmadoc sailed Water Lily for Cardiff
 May 8 1846 Cardiff arrived Water Lily, James from Portmadoc
 w/e May 12 1846 Portmadoc sailed Water Lily, James
 May 28 1846 Newport arrived Water Lily
 July 18 1846 Port Talbot arrived Water Lily, James from Aberdovey
 August 4 1846 Dublin arrived Water Lily, James from Swansea
 August 17 1846 Fowey arrived Water Lily
 September 23 1846 Caernarvon passed Water Lily, James from Newport
 . for Liverpool
 September 27 1846 Liverpool arrived Water Lily, James from Newport

November 2 1846 Newport, Mon. arrived Water Lily, James from Barrow

November 7 1846 Newport, Mon. sailed Water Lily, James for Liverpool

November 29 1846 Liverpool arrived Water Lily, James from Newport

December 23 1846 Swansea arrived Water Lily, James from Liverpool

1847

January 2 1847 Swansea sailed Water Lily, James for Newport

January 2 1847 Port Talbot arrived Water Lily, James from Swansea

January 13 1847 Port Talbot sailed Water Lily, James for Liverpool

July 16 1847 Runcorn sailed Water Lily, James for New Ross

July 21 1847 Tide Note passage, Waterford arrived Water Lily 51, James from
. Runcorn – Coal

July 21 1847 Waterford arrived Water Lily, James from Runcorn

July 29 1847 Waterford sailed Water Lily, James for Newport

July 31 1847 Newport, Mon. arrived Water Lily, James from Ross

August 3 1847 Newport, Mon. cleared Water Lily, James for Liverpool

August 21 1847 Liverpool sailed Water Lily, James for Youghal

September 13 1847 Youghal sailed Water Lily, James for Liverpool

September 17 1847 Newport, Mon. cleared Water Lily, James for Liverpool

w/e September 22 1847 Newport, Mon. sailed Water Lily, James for Liverpool

October 2 1847 Holyhead put in Water Lily, James from Newport for Liverpool

October 8 1847 Liverpool arrived Water Lily, James from Newport

November 3 1847 Caernarvon sailed Water Lily, James for Port Talbot

November 10 1847 Port Talbot arrived Water Lily, James from Caernarvon

w/e November 19 1847 Port Talbot arrived Water Lily, James from Carnarvon

November 18 1847 Port Talbot sailed Water Lily, James for Liverpool

November 23 1847 Liverpool arrived Water Lily, James from Port Talbot

December 14 1847 Liverpool sailed Water Lily, James for Caernarvon

December 26 1847 Aberystwith arrived Water Lily, James from Caernarvon

1848

March 4 1848 Bristol sailed Waterlily for Newport

March 17 1848 Aberystwith sailed Water Lily, James for Bristol

March 21 1848 Pill, Bristol arrived Water Lily, James from Aberystwith

March 22 1848 Bristol arrived Water Lily, James from Aberystwith

w/e April 1 1848 Aberystwith sailed Water Lily, James

April 17 1848 Tenby in the Roads Water Lily, James from Dublin – SW strong gale

April 30 Dublin arrived Water Lily, James from Newport

May 27 1848 Neath sailed Water Lily, James for Aberayaron

June 12 1848 Aberdovey sailed Water Lily, James for Milford

June 20 1848 Newport, Mon. cleared Water Lily, James for Liverpool

June 28 1848 Liverpool arrived Water Lily, James from Newport

July 22 1848 Newport, Mon. cleared Water Lily, James for Liverpool

w/e August 2 1848 Newport arrived Water Lily, James

August 3 1848 Liverpool arrived Water Lily, James from Newport

August 23 1848 Newport, Mon. cleared Water Lily, James for Liverpool

August 30 1848 Liverpool arrived Water Lily, James from Newport

September 14 1848 Newport, Mon. arrived Water Lily, James from Barrow

w/e October 3 1848 Newport arrived Water Lily, James

September 27 1848 Newport, Mon. cleared Water Lily, James for Liverpool

October 4 1848 Liverpool arrived Water Lily, James from Newport

October 9 1848 Barrow arrived Water Lily, James from Liverpool

October 14 1848 Newport, Mon. arrived Water Lily, James from Barrow

October 19 1848 Newport, Mon. cleared Water Lily, James for Aberystwith

October 23 1848 Aberdovey arrived Water Lily, James from Newport

November 11 1848 Newport, Mon. arrived Water Lily, James from Aberdovey

November 14 1848 Newport, Mon. cleared Water Lily, James for Aberystwith

w/e December 1 1848 Aberystwith arrived Water Lily, James from Newport

1849

w/e March 31 1849 Aberystwith sailed Water Lily, Roderick

April 5 1849 Newport, Mon. cleared Water Lily, Roderick for Hastings

April 14 1849 Cowes put in Water Lily, Roderick for Hastings from Newport

April 17 1849 Hastings arrived Water Lily, Roderick from Newport - Iron

w/e April 21 1849 Newport arrived Water Lily, from Plymouth

w/e April 21 1849 Newport sailed Water Lily for Southampton

May 12 1849 Aberystwith arrived Water Lily, Roderick from Plymouth

May 29 1849 Aberystwith sailed Water Lily, James for Newport

June 19 1849 Newport, Mon. arrived Water Lily, Roderick from Pwllheli

June 23 1849 Newport, Mon. cleared Water Lily, Roderick for Aberystwith

July 17 1849 Cardiff sailed Water Lily for Liverpool

w/e August 3 1849 Aberystwith arrived Water Lily, James from Newport

August 3 1849 Aberystwith sailed Water Lily, James for Red Wharf

August 23 1849 Newport, Mon. arrived Water Lily, Roderick from Pwllheli-Iron ore

w/e September 1 1849 Newport, Mon. arrived Water Lily, Roderick from Pwllheli
 . -Iron ore

October 22 1849 Newport, Mon. arrived Water Lily, Roderick from Barrow

October 24 1849 Newport, Mon. cleared Water Lily, Roderick for Aberystwith

w/e November 9 1849 Aberystwith arrived Water Lily, Roderick from Newport
 . - Coals

1850

March 2 1850 Newport, Mon. arrived Water Lily, Lewis from Pwllheli

March 8 1850 Newport, Mon. sailed Water Lily, Lewis for Liverpool

March 17 1850 Liverpool arrived Water Lily, Lewis from Newport

April 5 1850 Barrow sailed Water Lily, Lewis for Newport

April 19 1850 Newport, Mon. arrived Water Lily, Lewis from Barrow

April 24 1850 Newport, Mon. sailed Water Lily, Lewis for Fowey

May 1 1850 Fowey arrived Water Lily, Lewis from Newport

w/e May 10 1850 Par arrived Water Lily, Lewis from Fowey

w/e May 1 1850 Par sailed Water Lily, Lewis for Liverpool

May 25 1850 Runcorn arrived Water Lily, Lewis from Charlestown

June 6 1850 Barrow arrived Water Lily, Lewis from Liverpool

June 19 1850 Barrow sailed Water Lily, Lewis for Cardiff

July 26 1850 Cardiff sailed Water Lily, Lewis for Balbriggan

August 9 1850 Aberystwith arrived Water Lily, Lewis from Skerries

September 2 1850 Aberystwith sailed Water Lily, Lewis for Greenock

September 16 1850 Glasgow sailed Water Lily, Lewis for Hayle

September 24 1850 Caerarvon passed though straits Water Lily, Lewis from
Glasgow for Hayle

October 10 1850 Hayle arrived Water Lily, Lewis from Glasgow

October 16 1850 Hayle sailed Water Lily, Lewis for Wales

October 18 1850 Cardiff arrived Water Lily, Lewis from Hayle

w/e November 23 1850 Aberystwith arrived Water Lily, Lewis from Skerries

w/e December 8 1850 Flint arrived Water Lily, Lewis

w/e December 15 1850 Flint sailed Water Lily, Lewis

December 9 1850 Aberystwith sailed Water Lily, Lewis for Bristol

December 10 1850 Aberystwith put back Water Lily, Lewis for Bristol – gale

December 11 1850 Fishguard put in Water Lily, Lewis from Aberystwith &
sailed for Bristol

December 28 1850 Pwllheli arrived Water Lily, Lewis from Flint

1851

January 7 1851 Aberystwith windblown in harbour Water Lily, Lewis – Lead ore

January 29 1851 Aberystwith windblown in harbour Water Lily - loaded

w/e February 7 1851 Aberystwith sailed Water Lily, Lewis for Bristol

w/e February 21 1851 Aberystwith arrived Water Lily, Lewis from Newport

March 24 1851 Dublin sailed Water Lily for Liverpool

April 2 1851 Aberystwith sailed Water Lily, Williams for Aberdovey

w/e April 12 1851 Aberdovey arrived Water Lily, Williams from Aberystwith

w/e April 12 1851 Aberdovey sailed Water Lily, Williams for London

April 12 1851 Falmouth arrived Water Lily, Williams from Aberdovey

April 19 1851 Falmouth sailed Water Lily, Williams for Portsmouth

April 21 1851 Portsmouth arrived Water Lily, Williams from Aberdovey

To April 27 1851 Portsmouth sailed Water Lily, Williams for Aberdovey

May 3 1851 Poole sailed Water Lily, Williams for Falmouth

May 14 1851 Holyhead sailed Water Lily, Williams for Liverpool

May 17 1851 Runcorn arrived Water Lily, Williams from Poole

June 2 1851 Runcorn arrived Water Lily from Poole

June 24 1851 Aberdovey arrived Water Lily, Williams from Runcorn

October 4 1851 Southampton discharging Water Lily from Aberdovey – slates

October 22 1851 Dublin arrived Water Lily from Liverpool

November 13 1851 Aberystwith arrived Water Lily, Lewis from Runcorn

w/e November 28 1851 Aberystwith arrived Water Lily, Lewis from Runcorn

w/e November 28 1851 Aberystwith sailed Water Lily, Lewis for Bristol

1852

w/e March 13 1852 Flint arrived Water Lily, Roderick from Aberystwith

March 19 1852 Off Liverpool schooner Waterlily

March 22 1852 Portinllaen put back WaterLily, Roderick for Aberystwith from Flint

March 25 1852 Portmadoc arrived Water Lily, Roderick from Flint

w/e March 27 1852 Porthdynllaen arrived Water Lily, Roderick

March 30 1852 Porthdynllaen sailed Water Lily, Roderick

March 30 1852 Portmadoc arrived Water Lily, Roderick

w/e April 24 1852 Portmadoc sailed Water Lily, Roderick for St Tudwall's

May 18 1852 Poole arrived Water Lily, Roderick from Southampton

June 23 1852 Barrow arrived Water Lily, Roderick from Runcorn

July 9 1852 Newport, Mon. arrived Water Lily, Roderick from Barrow

July 14 1852 Newport, Mon. cleared Water Lily, Roderick for Liverpool

August 23 1852 Newport, Mon. cleared Water Lily, Roderick for Liverpool

September 21 1852 Douglas I.M. arrived Water Lily, Roderick from Barrow

October 1 1852 Douglas I.M. sailed Water Lily, Roderick for Newport

October 19 1852 Newport, Mon. cleared Water Lily, Roderick for Aberdovey

1853

March 23-24 1853 Milford sailed Water Lily, Allen from Aberystwith for Hook

March 29 1853 Drogheda arrived Water Lily, Arthurs from Milford

April 9 1853 Holyhead sailed Water Lily, Roderick for Aberdovey

w/e May 14 1853 Bristol arrived Water Lily from Aberdovey

May 29 1853 Amlwch arrived Water Lily, Arter from Bristol

June 10 1853 Aberdovey arrived Water Lily, Arter from Red Wharf

June 21 1853 Aberdovey sailed Water Lily, Arter for Neath

June 22 1853 Saundersfoot arrived Water Lily, Arter from Aberdovey

October 10 1853 Aberdovey sailed Water Lily, Arter for Milford

w/e October 15 1853 Portmadoc sailed Water Lily, Arter

1854

April 11 1854 Aberdovey sailed Water Lily, Arter for Milford

April 26 1854 Drogheda sailed Water Lily, Arthur for Aberdovey

April 28 1854 Aberdovey arrived Water Lily, Arter from Drogheda

May 16 1854 Aberdovey sailed Water Lily, Arter seeking cargo

May 19 1854 Saundersfoot sailed Water Lily, Arter for Drogheda

June 17 1854 Aberdovey sailed Water Lily, Arter seeking cargo

June 17 1854 Saundersfoot arrived Water Lily, Arter from Aberystwith

w/e July 1 1854 Aberdovey sailed Water Lily, Arter

1855

June 18 1855 Liverpool arrived Waterlily, Jenkins from Aberystwith

August 19 1855 Shoreham arrived Waterlily, Jenkins from Porthgain – slates

August 30 1855 Shoreham sailed Water Lily, Jenkins for Plymouth - Bricks

October 17 1855 passed through the Straits Waterlily, Jenkins from Bangor
· for Shoreham

1856

January 10 1856 Shoreham sailed Water Lily, Jenkins for Runcorn – Boulders

January 22 1856 Caernarvon passed through the Straits Waterlily, Jenkins from
· Shoreham for Runcorn

April 18 1856 Shoreham sailed Water Lily, Jenkins for Plymouth - Bricks

w/e May 23 1856 Aberystwith put back Schooner Waterlily seaman injured

w/e September 19 1856 Gloucester arrived Waterlily 51, Jenkins from Aberdovey
- Slates

w/e October 17 1856 Penzance arrived Waterlily, Jenkins from Gweek

w/e October 17 1856 Penzance sailed Water Lily, Jenkin for Liverpool

October 24 1856 Pembury arrived Waterlily, Jenkins from Llanelly

December 27 1856 Liverpool sailed Waterlily for Kingstown

1857

January 31 1857 Llanelly arrived Waterlily, Jenkins from Pembury

w/e March 7 1857 Aberystwith arrived Water Lily, Jenkins

w/e March 14 1857 Aberystwith sailed Water Lily, Jenkins

w/e June 6 1857 Aberystwith sailed Water Lily, Jenkins

w/e June 13 1857 Aberystwith arrived Water Lily, Jenkins

August 19 1857 Queenstown arrived Waterlily, Jenkins from Chester – Bricks

1858

w/e January 22 1858 Aberystwith arrived Water Lily, Roderick from Skerries

July 11 1858 Whitrhaven sailed Water Lily, Roderick for Cardiff

August 14 1858 Aberystwith sailed Waterlily, Roderick for Llanelly

August 21 1858 Newport, Mon. arrived Waterlily, Roderick from Pwllhelli

August 24 1858 Newport, Mon. sailed Waterlily, Rodway for Aberystwith

w/e November 13 1858 Bristol arrived Water Lily, Roderick from Aberystwith

1859

w/e March 4 1859 Aberystwith sailed Waterlily, Roderick for Swansea

March 27 1859 Waterford sailed Waterlily for Cardiff

April 13 1859 Off Duncannon anchored schooner Waterlily

w/e April 20 1859 Waterford arrived Waterlily from Cardiff

August 20 1859 Queenstown sailed Waterlily for Liverpool

November 19 1859 Waterford arrived Water Lily from Llanelly

1860

August 2 1860 Waterford arrived Waterlily from Cardiff

w/e September 8 1860 Poole arrived Water Lily from Bangor – slates

Appendix C Ports and other Locations

Aberaeron, previously anglicised as **Aberayron**, is a town situated between Aberystwyth and Cardigan in Ceredigion, Wales.

Aberdyfi also known as **Aberdovey** is a village in Gwynedd, Wales, located on the northern side of the estuary of the River Dyfi. In the 1800s, Aberdyfi was at its peak as a port. Major exports were slate and oak bark. Ship building was based in seven shipyards in Penhelig where 45 sailing ships were built between 1840 and 1880. The railway came to the village in 1863 built by the Aberystwith and Welsh Coast Railway.

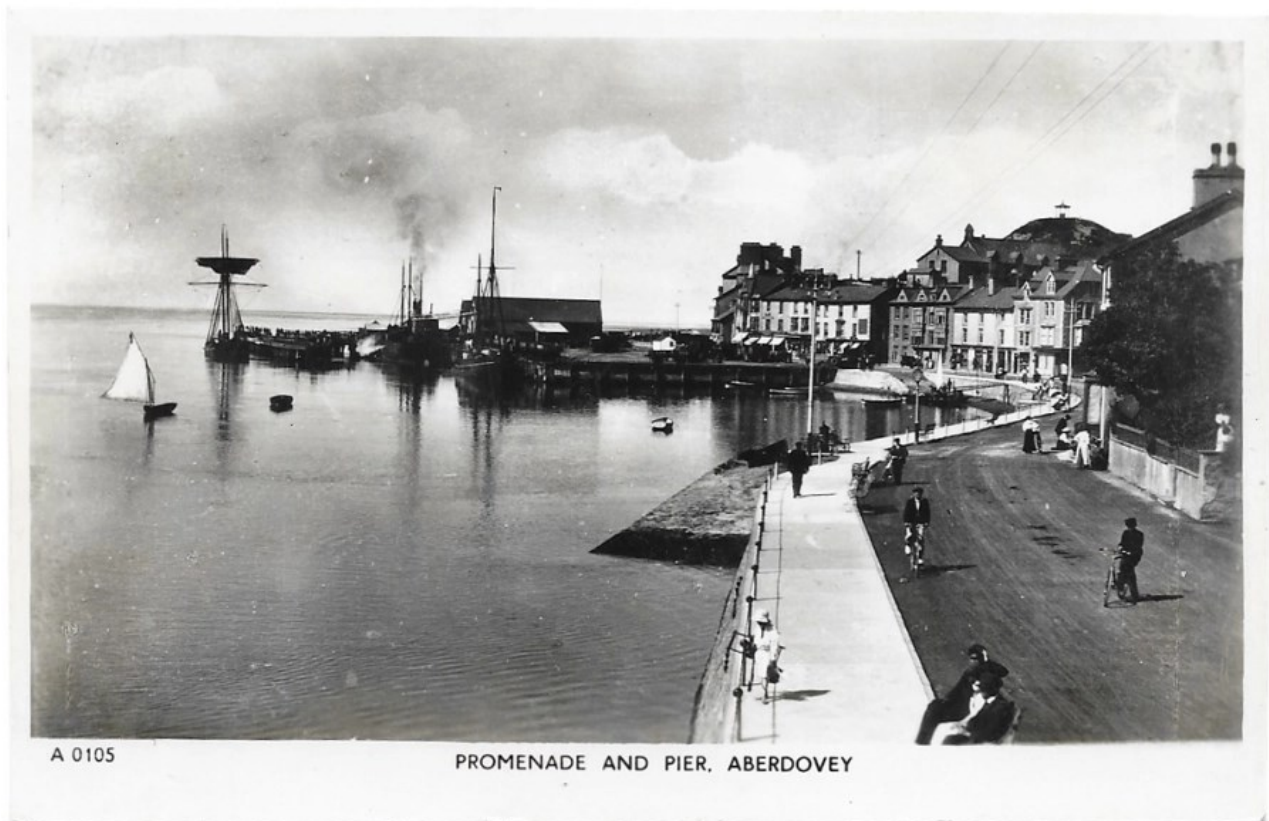


Fig. 3 Vintage postcard of Aberdovey showing both sail and steam in port.

Balbriggan is a coastal town in Fingal, in the northern part of County Dublin, Ireland, approximately 34 km from Dublin City

Flint is a town in Flintshire, Wales, lying on the estuary of the River Dee.

Gweek is a civil parish and village in Cornwall, United Kingdom. It is situated approximately three miles east of Helston.

Hook is a village on the Western Cleddau, Pembrokeshire, Wales. An 1833 gazetteer described Hook Quay as a place for loading coal for shipping. Although there is little or no trace of it to be found today, Hook once had a worldwide reputation as a mining village; anthracite was mined and exported across the world.

Lydney is a town in Gloucestershire, England. It is on the west bank of the River Severn in the Forest of Dean District, and is 16 miles southwest of Gloucester. Its canal and basin were built between 1810 and 1813, with the outer harbour completed in 1821. In its heyday, more than 2,000 vessels would enter the harbour annually, exporting 300,000 tonnes of coal.

Lyme Regis is a town in west Dorset, England, 25 miles west of Dorchester and east of Exeter, it lies by the English Channel at the Dorset–Devon border.

The **Menai Strait** or Straits is a narrow stretch of shallow tidal water about 16 miles long, which separates the island of Anglesey from the mainland of Wales.

Neath is situated in the Neath Port Talbot County Borough, Wales. Historically in Glamorgan, the town is located on the River Neath, seven miles east-northeast of Swansea. Coal was mined extensively in the surrounding valleys and the construction of canals and railways made Neath a major transportation centre. Silica was mined in the Craig-y-Dinas area of Pontneddfechan, after Quaker entrepreneur William Weston Young invented the blast furnace silica firebrick, later moving brick production from the works at Pontwalby to the Green in Neath.

Neath, Giant's Grave, Briton Ferry, is a small tidal dock, originally used to trans-ship goods between the Neath River Navigation and the Neath Canal



Fig. 4 Porthdinllaen Harbour 1893

Porthdinllaen is a small coastal village on the Llŷn Peninsula in the Dwyfor area of Gwynedd, Wales, built on a small promontory, and historically in Caernarfonshire. It is near the larger village of Morfa Nefyn. It was originally a fishing port, based around a natural harbour at the west end of a bay over a mile and a quarter across, and with over one hundred acres of safe anchorage. The harbour is sheltered by a headland jutting out to the north from all but a north-easterly wind, and as the only such haven on the Llŷn Peninsula, it has been used for many centuries of trading, and as a place to run to for shelter in a storm

Porthgain (Welsh for fair/beautiful port or more likely 'chisel port' from the Welsh 'porth' meaning port and 'gaing' meaning chisel as used by the many slate workers there after the port was built and became operational in the early 19th Century) is a hamlet in the Pembrokeshire Coast National Park in Wales, located between St David's and Goodwick, and just west of Llanrhian.

Skerries is a coastal town in Fingal, Ireland.

Appendix D Appropriation Book Entry for the Water Lily 9844

9842	Margaret	78	"	Cardigan	2 May 1830
9843	Speculation	45	"	Wharfedale	6 May 1833
9844	Water Lily	51	"	"	3 1832
9845	Indiaroom	28	"	"	14 March 1835
9846	Lydia	75	"	"	Jan 1855
9847	Bee	33	"	"	3 Jan 1833
9848	Midad	37	"	"	2 Feb 1848
9849	Bayle	24	"	"	12 Feb 1853
9850	Nope	55	"	"	14 Feb 1830

Appropriation Book entry enlarged to show note – brokenup 13.3.65


9842	Margaret	78	
9843	Speculation	45	
9844	Water Lily	51	brokenup 13.3.65
9845	Indiaroom	28	

Appendix E Mercantile Navy List


Mercantile Navy List, 1857, page 247 Ship: WATER LILY


9844 Water Lily Aberystwith

No change until 1865 when there is no entry.

 Ship whose official number is 9844

 Notes

 Search again

Name	Port of registry and details	Source
WATER LILY	Aberystwyth, 1852, Sail, 51 tons	<i>Appropriation Books, RSS</i> 
	Aberystwyth	<i>MNL, 1857</i> 
	Aberystwyth, Sail, 51 tons	<i>MNL, 1860</i> 
	Aberystwyth, 1852	<i>Shipping registers, Ceredigion AS</i>

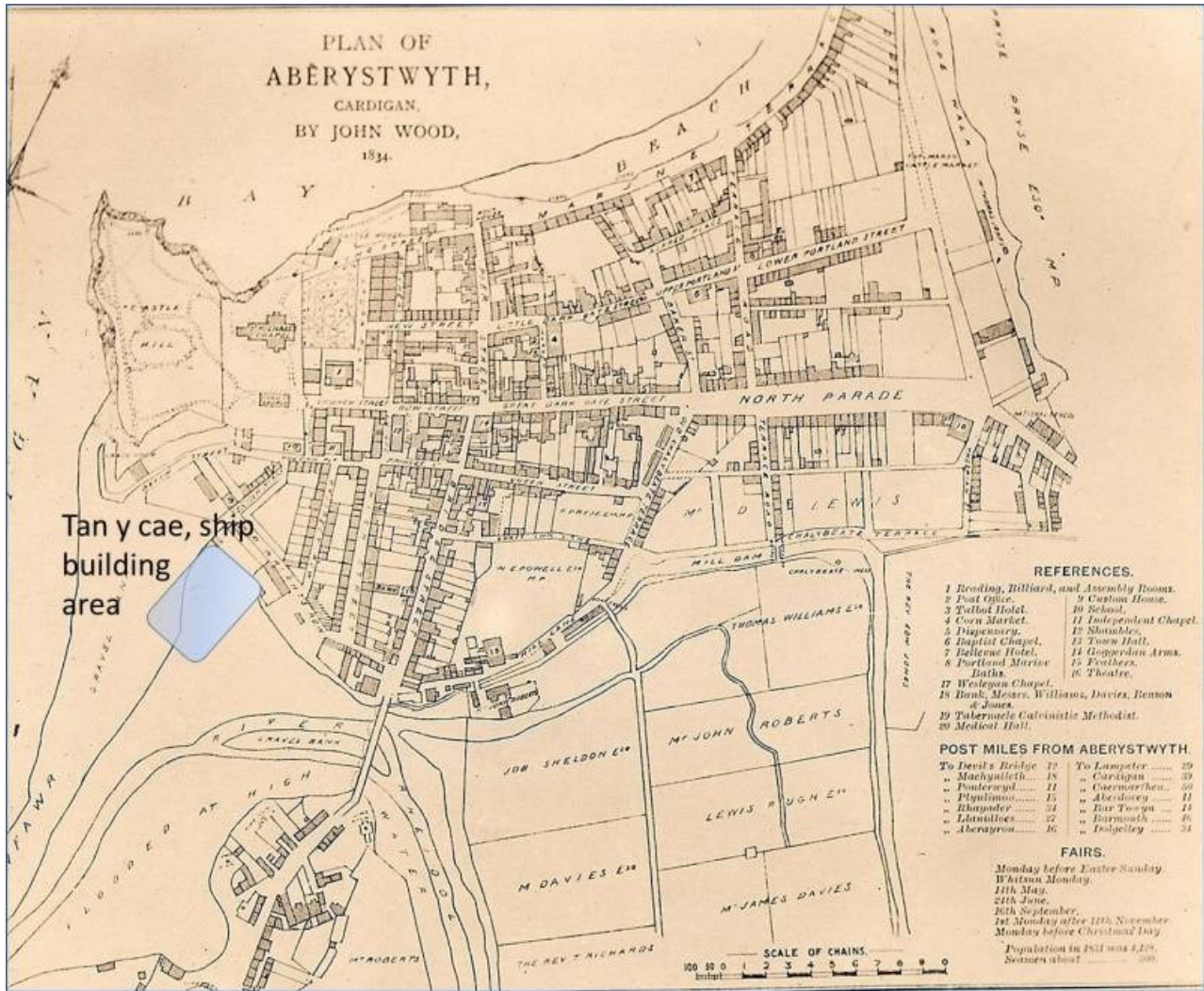


Fig. 5 The main area for building ships in Aberystwyth was at Tan y cae (shown in the 1834 map)

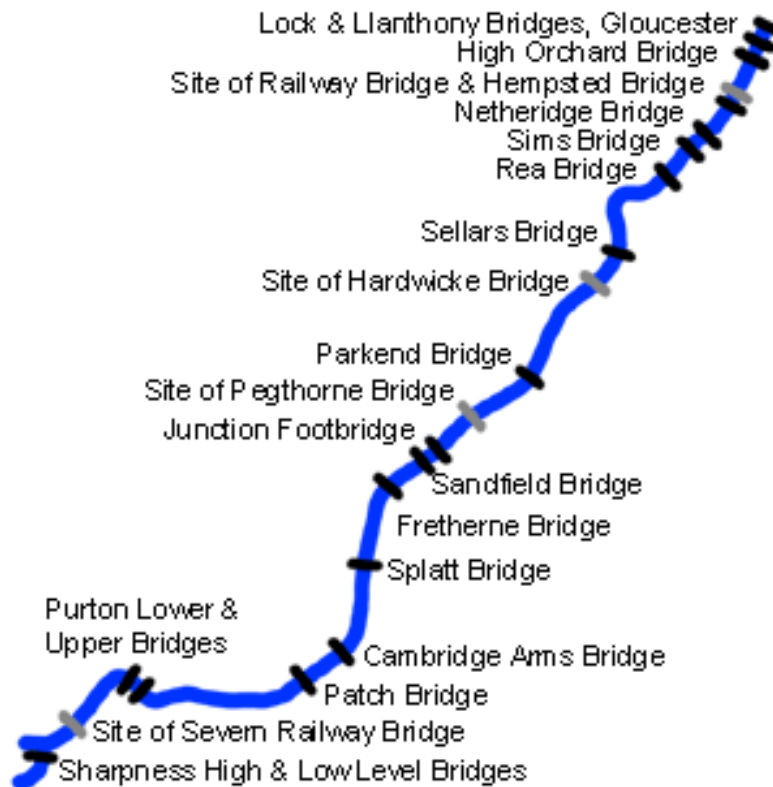


Fig. 6 Gloucester & Sharpness canal route

The canal opened in 1827 — at 86ft 6in wide and 18ft deep, taking craft of 600 tons (with maximum dimensions 190ft long and 29ft wide), it was the biggest canal in England, a true ship canal. During the following decades, several large warehouses and a dry dock were built at Gloucester. The debt to the Commissioners was eventually repaid in 1850, though dividends were not paid until the 1860s.

With the increasing size of ships, particularly steamers, the entrance at Sharpness was seen to be inadequate. A new entrance and dock was opened in 1874. New warehouses were erected, both at Sharpness and Gloucester. Further improvements were made at Sharpness in the 1890s.

The docks and canal continued busy through to the 1960s, an important new cargo being oil and petroleum. However, as had always been the case, imports considerably exceeded exports. Sharpness docks are still active, though there is now little commercial traffic on the canal itself.