

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



Water Lily (Schooner)

**Report compiled by:
Gareth J.S. Davies**

Report Title:

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

Compiled by:

Gareth J.S. Davies
Manila, Philippines
Email/Skype: davies_j_gareth@hotmail.com

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

Date:

May 2021

Report Ref:

Leave blank

1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the schooner Water Lily (MADU Ref#397) built and launched at Banff Scotland in 1876 for Donald Georgeson of Wick, Scotland.

The Water Lily was a cargo schooner which sailed between Scotland and the Baltic ports of Sweden, Denmark, Poland, Germany and Russia. After changing ownership the schooner Water Lily sailed predominately between Ireland and South Wales and various other ports around Europe and the U.K.

On Dec 06 1914, the schooner Water Lily grounded at Abersoch, Wales during a storm and the crew were the crew rescued by the Abersoch lifeboat. Although reported to be have been wrecked the schooner Water Lily was refloated.

On Sept 10th 1917, the schooner Water Lily while sailing from Runcorn Cheshire to Cherbourg France with a cargo of coal was stopped by U-boat UC 51 and sunk 8 miles from Pendeen Lighthouse, Cornwall.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

2.0 Index	Page No.
1.0 Abstract -----	3
2.0 Index -----	4
2.1 Table of Contents -----	4
2.2 List of Tables -----	4
2.3 List of Figures -----	4
2.4 Contributors -----	4
2.5 Abbreviations -----	5
2.6 Appendices -----	5
3.0 Introduction -----	6
4.0 Background -----	7
5.0 Research Methodology -----	9
6.0 Results -----	10
7.0 Analysis -----	11
8.0 Conclusions & Recommendations -----	18
9.0 References -----	19
9.1 Online WebPages -----	19
9.2 Personal Correspondences -----	19
2.2 List of Tables	
Table 1. Extract from MADU Master Wrecksite Database -----	7
Table 2. Water Lily (Schooner) Specification and History -----	10
2.3 List of Figures	
Front Page Water Lily (Schooner) -----	1
Fig. 2 Location of Water Lily Grounding, Abersoch, Dec 06 1914 -----	7
Fig. 3 Location of Water Lily Sinking, Cornwall, Sep 10 1917 -----	8
2.4 Contributors	
Ian Cundy MADU Archaeological Diving Unit, Nautical Archaeology Society (Regional co-ordinator for Wales)	

2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
LR	Lloyds' Registry

2.6 Appendices

Appendix A:	Appropriation Book Aug 1876, Water Lily -----	20
Appendix B:	Mercantile Navy List 1878, Water Lily, Wick -----	20
Appendix C:	Crew Signing on Papers 1881 -----	20
Appendix D:	Lloyd's Registry 1882, Water Lily, Wick -----	21
Appendix E:	Mercantile Navy List 1887, Water Lily, Liverpool -----	21
Appendix F:	Change of Ownership Oct 1888 -----	21
Appendix G:	Report on Accident at Newport, Jan 1900 -----	22
Appendix H:	Newspaper Report on Collision at Holyhead, Nov 1902-----	22
Appendix I:	Inquiry Report on Nov 1902 Collision at Holyhead -----	23
Appendix J:	Advertisement for Sale of Water Lily Feb 1908 -----	26
Appendix K:	Mercantile Navy List 1914, Water Lily, Barnstaple -----	26
Appendix L:	Report of Crew Rescue at Abersoch, Dec 1914 -----	27
Appendix M:	Mercantile Navy List 1917, Water Lily, Barnstaple -----	27

3.0 Introduction

The schooner Water Lily was chosen as:

- it covered a period of sea history from the late 19th century to early 20th century.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref #	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
397	06/12/1914	Water Lily	Caernarfonshire	Abersoch	Grounding	Schooner	wood	rc, iwj

On Dec 6th 1914, the schooner Water Lily while riding out a storm at Abersoch Caernarfonshire ran aground requiring the crew to be rescued by the Abersoch lifeboat. The schooner Water Lily was later refloated.

Fig 2: Location of Water Lily Grounding, Abersoch, Dec 06 1914

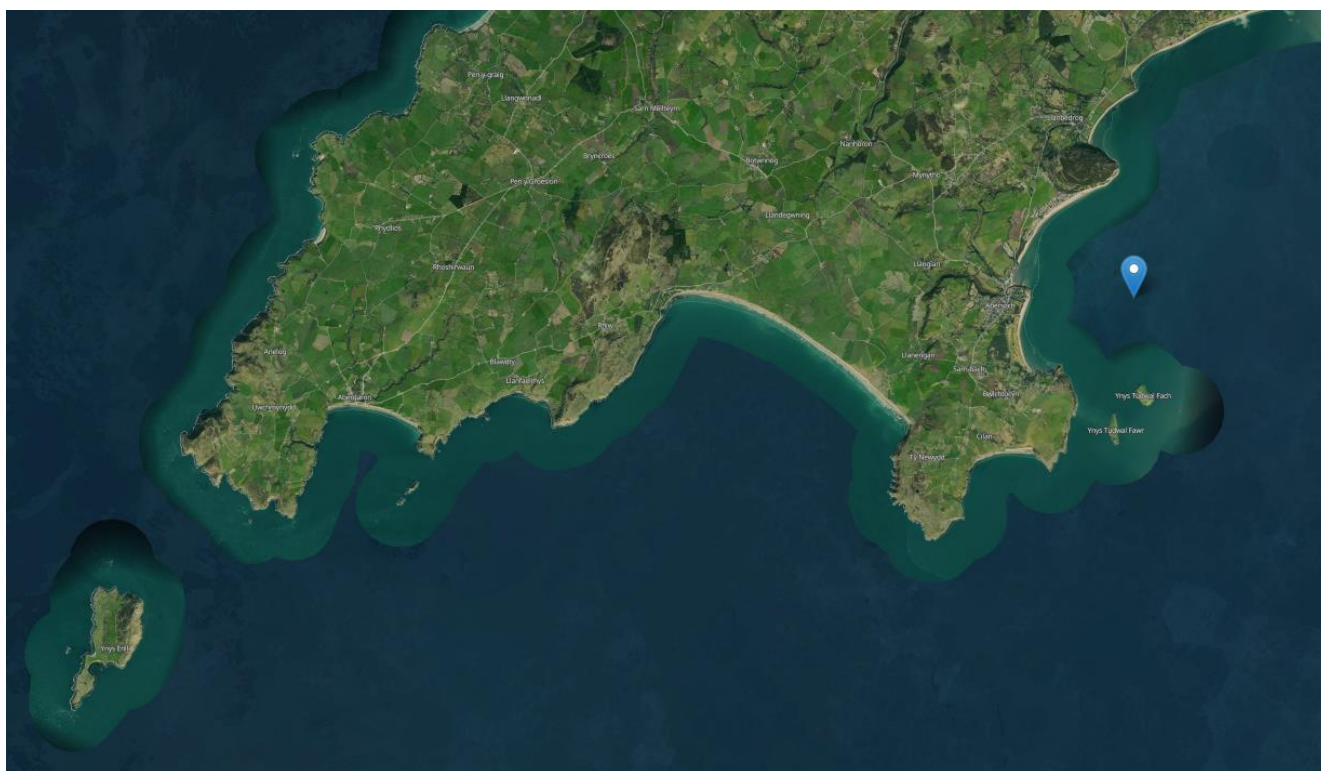
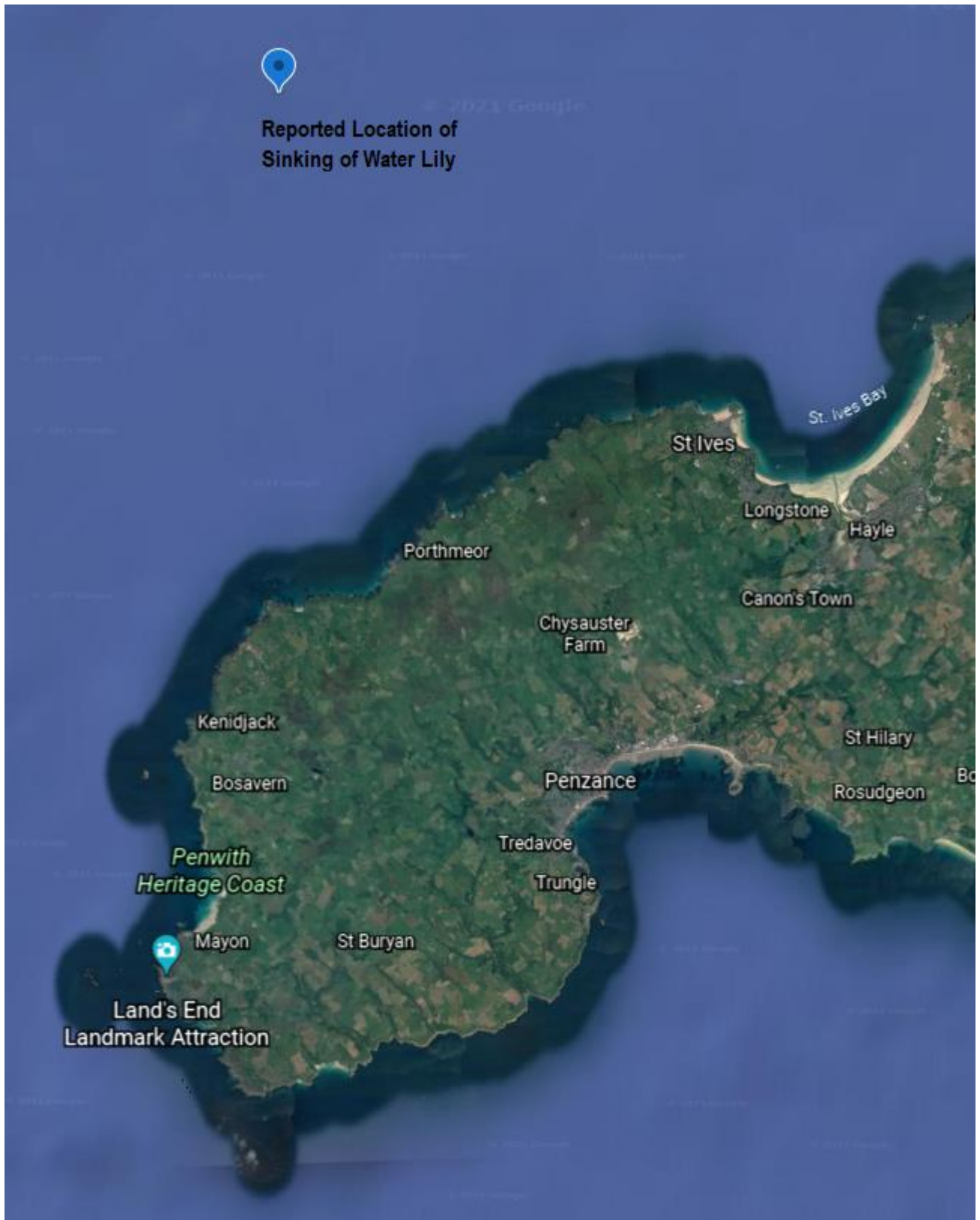


Fig 3: Location of Water Lily Sinking, Cornwall, Sep 10 1917



5.0 Research Methodology

Computer System

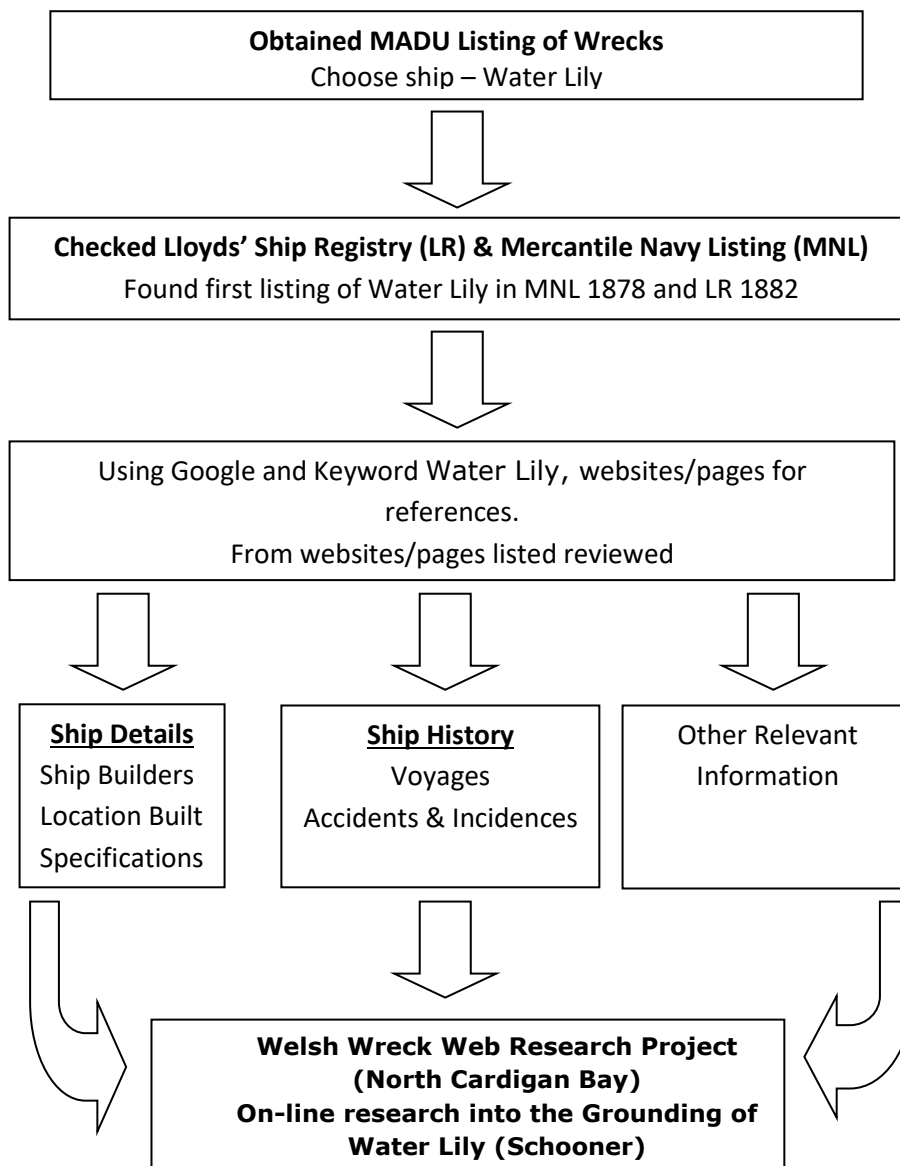
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: Water Lily (Schooner) Specification and History

Vessel	Name/s	Water Lily
	Type	Sailing Ship – Schooner A1
		General Cargo
Built	Date	Launched: N/A
		Delivered: Jan 1876; Registered 28/02/1876
		Cost: N/A
	Builder	John Watson
		Banff, Scotland
Construction	Materials	Wood
	Decks	1
	Bulkheads	N/A
Propulsion	Type	Sail
	Details	2 masts
Dimensions	Length	86 ft 4 in
	Beam	21 ft 6 in
	Draught	10 ft 3 in
Tonnage	Gross	110 grt
	Net	99 nrt
Owners	1876	Donald Georgeson, Wick, Scotland
	1887	William J. Shore, Runcorn, Cheshire
	1888	John Howard & Alice Howard, Runcorn, Cheshire
	1892	Benjamin O'Connor, Bantry, Ireland
	1894	Patrick Driscoll, Bantry, Ireland
	1900	Timothy Driscoll, Sherkin Island, Ireland
	1909	H.C Chugg, North Devon
Registry	Port	1876 Wick; 1887 Liverpool; 1914 Barnstable
	Flag	GBR
	Number	70521
	Code	P.M.K.S.
History	Routes	Baltic, Europe, Ireland, U.K
	Cargo	Raw materials, grains, food products
Grounded	Date	06/12/1914
	From	N/A
	To	N/A
	Captain	H.C. Chugg
	Crew	N/A
	Cargo	N/A
	Location	Abersoch
	Cause	Weather
	Loss of life	0
Outcome	Grounded	
Sunk	Date	10/09/1917
	From	Runcorn, Cheshire
	To	Cherbourg, France
	Captain	N/A
	Crew	N/A
	Cargo	Coal
	Location	50° 18'N, 5° 40'W, 8 miles NxE of Pendeen Lighthouse, Cornwall
	Cause	Captured by U-Boat UC 51 and sunk by bombs
	Loss of life	0
	Outcome	Sunk

7.0 Analysis

- The schooner Water Lily was built and launched in Jan 1876 at Banff, Scotland for Donald Georgeson of Wick (Appendix A, B, D).
- The schooner Water Lily sailed predominately up to 1884 between Scotland and the Baltic Ports of Sweden Denmark, Germany, Poland and Russia (Appendix C). Cargoes carried included herrings and oilcake. Other ports in France, Belgium and Portugal were also sailed to.
- In 1887, the schooner Water Lily was re-registered at Liverpool and with a change in owners (Appendix E, F). From about the same time, the schooner Water Lily sailed predominately between the ports of Ireland and South Wales with cargoes of raw materials and probably grains. Other ports in NW England and SW England were sailed to also.
- In Nov 1902, the schooner Water Lily was involved in a collision with the schooner Kattie Darling at Holyhead Wales. A court inquiry was conducted at Bangor Anglesey (Appendix H, I).
- On Feb 4th 1908, the schooner Water Lily was put up for sale (Appendix J) but remained registered at Liverpool after her sale.
- In 1914, the schooner Water Lily was registered at Barnstable Somerset (Appendix K).
- On Dec 6th 1914, the schooner Water Lily ran aground during bad weather at Abersoch, Caernarfonshire. The crew were rescued by the Abersoch lifeboat (Appendix L) and the Water Lily later refloated.
- There are no records of the activities of the schooner Water Lily from 1914 apart from her entry in the Mercantile Navy Listing up to an including 1917 (Appendix M).
- On Sep 30 1917, the schooner Water Lily was stopped by U-boat UC 51 while sailing from Runcorn Cheshire for Cherbourg France with a cargo of coal approximately 8 miles NxE of Pendeen Lighthouse Cornwall. The schooner Water Lily was then sunk by explosives.

From newspaper articles the Water Lily was recorded:

1876

Mar 07: Sailed Aberdeen Scotland for Firth of Forth Scotland.
 Apr 28: Arrived Stornoway Scotland from Lisbon Portugal.
 May 09: Assigned International Code PMKS.
 May 14: Sailed Wick Scotland for Loch Skipport Scotland, barrels.
 Jul 01: Arrived Wick Scotland from Stornoway Scotland.
 Jul 04: Sailed Wick Scotland for Cronstadt/St Petersburg Russia.
 Jul 15: Arrived Cronstadt/St Petersburg Russia from Stornoway Scotland.
 Aug 01: Sailed Cronstadt/St Petersburg Russia for Elsinore Denmark.
 Sep 28: Arrived Cronstadt/St Petersburg Russia from Weymss Scotland.
 Oct 17: Sailed Cronstadt/St Petersburg Russia for Elsinore Denmark.
 Dec 18: Arrived Caen France from Clackmannan Scotland.

1877

Apr 02: Arrived Pillau Russia from Dysart Scotland.
 Apr 21: At Elsinore Denmark from Konigsberg Russia for Campbeltown Scotland.
 Apr 28: Arrived Wick Scotland from Konigsberg Russia for Campbeltown Scotland.
 May 03: Arrived Campbeltown Scotland from Konigsberg Russia.
 Jun 25: Sailed Stornoway Scotland for Cronstadt/St Petersburg Russia.
 Jun 27: dep Wick Scotland.
 Jul 04: dep Stornoway Scotland.
 Jul 11: Arrived Cronstadt/St Petersburg Russia from Stornoway Scotland.
 Jul 26: Sailed Cronstadt/St Petersburg Russia for Elsinore Denmark.
 Aug 13: Arrived Yarmouth from Cronstadt/St Petersburg Russia.
 Oct 22: Sailed Pillau Russia for Belfast.

1878

Mar 01-03: Sailed Wick Scotland for St David's Wales, ballast.
 Mar 30: Sailed Pillau Russia for Campbeltown Scotland.
 May 04: Sailed Liverpool for Helmsdale Scotland.
 Jul 01: Sailed Cronstadt/St Petersburg Russia for Elsinore Denmark.
 Jul 30: Arrived London from Cronstadt/St Petersburg Russia.
 Aug 30: Sailed Wick Scotland for Danzig Poland, cargo herring.
 Oct 14: Arrived Wick Scotland from Sunderland, cargo coal.
 Oct 26-Nov 04: Sailed Wick Scotland for Danzig Poland, cargo herring.
 Nov 14: Sailed Danzig Poland for Antwerp Belgium.
 Dec 17: Sailed Antwerp Belgium for Invergordon Scotland.

1879

Apr 10-16: Sailed Cardiff for Lisbon Portugal.
 May 20: Arrived Wick Scotland from Lisbon Portugal, cargo salt.
 Jun 02: Sailed Wick Scotland for Lock Skipport Scotland, stock.
 Jun 03/04: arr/dep Stornoway Scotland.
 Jul 03: Arrived Wick Scotland from Barra Scotland, cargo herring.
 Jul 04: Sailed Wick Scotland for Cronstadt/St Petersburg Russia, cargo herring.
 Jul 20: Arrived Cronstadt/St Petersburg Russia from Stornoway Scotland.
 Aug 26: Arrived Wick Scotland from Cronstadt/St Petersburg Russia, oilcake.
 Sep 05-16: Sailed Wick Scotland for Stettin Poland, cargo herring.
 Nov 03: Sailed Stettin Poland for England.

1880

Mar 02: Sailed Wick Scotland for Hamble Hampshire, ballast.
 Mar 10-27: Sailed Warkworth Harbour Northumberland for Lisbon.
 Apr 23: Arrived Wick Scotland from Lisbon, cargo salt.
 Jun 25: Sailed Stornoway Scotland for Cronstadt/St Petersburg Russia, herrings.
 Jul 12: Arrived Cronstadt/St Petersburg Russia from Stornoway Scotland.
 Aug 13: Passed Ellsinore Denmark from Cronstadt/St Petersburg Russia.
 Aug 18: Arrived Great Yarmouth from Cronstadt/St Petersburg Russia.
 Sep 18: Sailed Wick Scotland for Stettin Poland, cargo herring.
 Sep 24: Arrived Swinemunde Poland from Wick Scotland.
 Oct 07-11: Sailed Swinemunde Poland/Stettin Poland for Wick Scotland, ballast.
 Oct 22: Arrived Swinemunde Poland from Wick Scotland.
 Nov 07-27: Sailed Stettin Poland for Sunderland.
 Nov 13: passed Stockholm.
 Nov 22: arr Stockton.
 Nov 30-Dec 02: Sailed Sunderland for Banff Scotland, cargo coal.

1881

Feb 28: Sailed Banff for Kennet-pans, ballast.
 Mar 05: Sailed Alloa for Plymouth.
 Apr 19: Arrived Wick Scotland from Runcorn Cheshire, cargo salt.
 May 02: Sailed Wick Scotland for Vatersay Scotland, stock.
 May 11: Arrived Wick Scotland from Helmsdale Scotland, fishing stock.
 May 17: Sailed Wick Scotland for Vatersay, stock.
 Jun 27: Sailed Stornoway Scotland for Cronstadt/St Petersburg Russia.
 Jul 20: Sailed Cronstadt/St Petersburg Russia for Elsinore Denmark.
 Aug 13: At Scrabster Scotland for Cronstadt/St Petersburg Russia.
 Aug 22: Arrived Wick Scotland from Cronstadt/St Petersburg Russia, oilcake.
 Aug 31: Sailed Wick Scotland for Stettin Poland, herring.
 Sep 26: Arrived Wick Scotland from Stettin Poland, empty barrels.
 Sep 28: Sailed Wick Scotland for Lerwick Scotland, ballast.
 Oct 08: Sailed Lerwick Scotland for Stettin Poland, herring.
 Oct 16: Arrived Danzig Poland from Lerwick Scotland.
 Oct 31: Sailed Danzig Poland for Caen France.

1882

Mar 30-Apr 10: Sailed Hartlepool for Poole Dorset, cargo 180 tons coal.
 Apr 25: Sailed Poole Dorset for Runcorn Cheshire, cargo clay.
 May 18: Arrived Wick Scotland from Runcorn Cheshire, cargo salt.
 May 29: Sailed Wick Scotland for Blyth Northumberland, ballast.
 Jun 10: Sailed Bo'ness Scotland for Konigsberg Russia.
 Jul 01-14: Sailed Pillau Russia for Peterhead Scotland, cargo billetwood.
 Jul 25: Sailed Peterhead Scotland for Sunderland, ballast.
 Aug 17: Sailed Wick Scotland for Danzig Poland, cargo herring.
 Sep 28-Oct 01: Sailed Sunderland for Wick Scotland, cargo coal.
 Oct 25: Sailed Wick Scotland for Danzig Poland, herring.

1883

Jan 05: Arrived Leith Scotland from Boulogne France.
 Jan 27: Arrived Wick Scotland from Leven Scotland, cargo coals.
 Aug 27: Arrived Wick Scotland from Cronstadt/St Petersburg Russia.
 Oct 11: Sailed Swinemunde Poland/Stettin Poland for West Hartlepool.

1884-1886 No Information found**1887:**

Jul 21: Arrived Donegal Ireland from Liverpool.
 Sep 13: Passed east of Lizard Cornwall.

1888

Apr 16: Arrived Irvine Scotland from Ballina Ireland.
 Aug 13: Arrived Portsmouth from London.
 Sep 08: Arrived Cardiff from Portishead Dorset.
 Sep 13: Sailed Cardiff for London.

1889

Jun 21: Passed North St Ann's Head Wales.
 Jun 27: Arrived Lancaster Lancashire from London.
 Jul 09: Sailed Lancaster Lancashire for Palnackie Scotland.
 Sep 13: Sailed Guernsey for Jersey.
 Sep 24: Arrived Falmouth Cornwall from Jersey.
 Oct 10: Passed out St Ann's Head Wales.
 Oct 14: Arrived Liverpool from Jersey.

1890

Feb 05: Arrived Belfast from London, cement.
 Jun 12: Sailed Cuxhaven Germany for Dunkirk France.
 Jun 26: Arrived London from Dunkirk France.
 Jul 13: Arrived Westonpoint Cheshire from London.
 Aug 11: Arrived Irvine Scotland from Runcorn Cheshire.
 Sep 18: Sailed Pentewan Cornwall for Runcorn Cheshire.
 Oct 14: Sailed Runcorn Cheshire for Ballina.

1892

Sep 06-22: Sailed Bantry Ireland–Newport Wales–Bantry Ireland.
 Oct 04-18: Sailed Bantry Ireland–Newport Wales–Bantry Ireland.
 Dec 05: Arrived Newport Wales from Bantry Ireland.
 Dec 21: Arrived Bantry Ireland from Newport Wales.

1893

Jan 10-24: Sailed Bantry Ireland for London .
 Jan 30: Sailed London for Bantry Ireland via Falmouth Cornwall.
 Feb 24: dep Falmouth Cornwall.

Mar 11: Sailed Bantry Ireland for Bristol.
 Apr 02: Arrived Bantry Ireland from Newport Wales.
 Apr 08: Sailed Bantry Ireland for Milford Wales.
 May 18: Arrived Bantry Ireland from Bridgewater Somerset.
 Jun 05: Arrived Newport Wales from Bantry Ireland.
 Jun 10: Sailed Newport Wales for Bantry Ireland.
 Jun 21-Jul 06: Sailed Bantry Ireland–Newport Wales–Bantry Ireland.
 Aug 03: Arrived London from Bantry Ireland.
 Aug 05-18: Sailed London for Swansea Wales.
 Aug 25: Sailed Swansea Wales for Neath Wales.
 Sep 26: Sailed Teignmouth Devon for Liverpool.
 Oct 26: Arrived Swansea Wales from Liverpool.
 Nov 23: Arrived Newport Wales from Waterford Ireland.
 Dec 06: Arrived Bantry Ireland from Newport Wales.

1894

Mar 05: Sailed Newport Wales for Bantry Ireland.
 May 01: Sailed Bantry Ireland for Newport Wales.
 May 15: Sailed Newport Wales for Bantry Ireland.
 May 30: Sailed Newport Wales for Bantry Ireland.
 Jun 26: Sailed Newport Wales for Bantry Ireland.
 Jul 23: Sailed Newport Wales for Bantry Ireland.
 Aug 25: Sailed Newport Wales for Bantry Ireland.
 Sep 14: Arrived Newport Wales from Bantry Ireland.
 Sep 22: Sailed Newport Wales for Bantry Ireland.
 Oct 04: Sailed Bantry Ireland for Bristol.
 Oct 19: Sailed Newport Wales for Bantry Ireland.
 Nov 16: Arrived Newport Wales from Bantry Ireland.
 Nov 23: Sailed Newport Wales for Bantry Ireland.
 Dec 08: Sailed Bantry Ireland for Bristol.
 Dec 21: Sailed Newport Wales for Bantry Ireland.

1895

Nov 02: Sailed Newport Wales for Bantry Ireland.
 Dec 07: Sailed Newport Wales for Bantry Ireland.

1896

May 06: Sailed Newport Wales for Bantry Ireland.
 May 26: Sailed Newport Wales for Bantry Ireland.
 Jul 17: Arrived Newport Wales from Bantry Ireland.
 Jul 22: Sailed Newport Wales for Bantry Ireland.
 Aug 11: Sailed Newport Wales for Bantry Ireland.
 Oct 14: Sailed Newport Wales for Bantry Ireland.
 Oct 31: Arrived Newport Wales from Bantry Ireland.
 Nov 06: Sailed Newport Wales for Courtmacsherry Ireland.
 Nov 16: Arrived Kinsale Ireland from Newport Wales.
 Nov 20: Sailed Kinsale Ireland for Newport Wales.
 Dec 08: Sailed Newport Wales for Bantry Ireland.

1897

Mar 30: Sailed Runcorn Cheshire for Castletown Ireland via Liverpool.
 May 04: Arrived Newport Wales from Castletown Ireland.
 May 31: Arrived Newport Wales from Bantry Ireland.
 Jun 21: Arrived Newport Wales from Bantry Ireland.
 Jul 30: Sailed Newport Wales for Bantry Ireland.
 Aug 31: Arrived Newport Wales from Bantry Ireland.
 Oct 11: Sailed Newport Wales for Bantry Ireland.
 Nov 15: Sailed Newport Wales for Bantry Ireland.

1898

Jan 29: Arrived Newport Wales from Bantry Ireland.
 Mar 14: Arrived Newport Wales from St David's Wales.
 Apr 25: Sailed Newport Wales for Bantry Ireland.
 May 28: Arrived Swansea Wales from Bristol.
 Jul 16: Sailed Newport Wales for Bantry Ireland.
 Aug 04: Arrived Newport Wales from Bantry Ireland.
 Aug 20: Sailed Newport Wales for Bantry Ireland.
 Sep 15: Arrived Newport Wales from Bantry Ireland.
 Sep 17: Sailed Newport Wales for Cork Ireland.
 Oct 20: Sailed Newport Wales for Bantry Ireland.
 Dec 24: Sailed Newport Wales for Bantry Ireland.

1899

Mar 06: Arrived Newport Wales from Bantry Ireland.
 Mar 11: Sailed Newport Wales for Castletown Ireland.
 Apr 14: Sailed Newport Wales for Union Hall Ireland.
 May 24: Sailed Newport Wales for Union Hall Ireland.
 Jun 19: Arrived Newport Wales from Union Hall Ireland.
 Jul 14: Arrived Newport Wales from Union Hall Ireland.
 Jul 19: Sailed Newport Wales for Union Hall Ireland.
 Aug 26: Sailed Newport Wales for Courtmacsherry Ireland.
 Sep 25: Arrived Newport Wales from Courtmacsherry Ireland.
 Oct 31: Arrived Newport Wales from Crookhaven Ireland.

1900

Jan 18: Master of the schooner Water Lily, George Harrington fell off the quayside at Newport Wales and latter died (Appendix G).
 Jan 20: Sailed Newport Wales for Youghal Ireland.
 Feb 21: Sailed Kinsale Ireland for Newport Wales.
 Mar 02: Sailed Newport Wales for Castletown Ireland.
 Mar 31: Arrived Newport Wales from Castletown Ireland.
 Apr 05: Sailed Newport Wales for Castletown Ireland.
 May 04: Arrived Newport Wales from Castletown Ireland.
 May 19: Arrived Kinsale Ireland from Newport Wales.
 Sep 27: Sailed Newport Wales for Crookhaven Ireland.
 Nov 12: Arrived Newport Wales from Crookhaven Ireland.

1901

Mar 12: Sailed Newport Wales for Dingle Ireland.
 Apr 06: Arrived Youghal from Newport Wales.
 Apr 22: Sailed Newport Wales for Crookhaven Ireland.
 May 08: Arrived Newport Wales from Crookhaven Ireland.
 Jun 10: Arrived Newport Wales from Crookhaven Ireland.
 Oct 05: Arrived Bantry Ireland from Newport Wales.
 Oct 23: Arrived Newport Wales from Bantry Ireland.
 Oct 25-31: Sailed Newport Wales for Bantry Ireland.
 Oct 27: Passed in at St Ann's Head Wales.
 Nov 11: Sailed Bantry Ireland for Newport Wales.

1902

Nov 07: Collided with Kattie Darling at Holyhead (Appendix H).
 Dec 12: Inquiry into Collision with Kattie Darling (Appendix I).

1903

Nov 09: Arrived Bantry Ireland from Newport Wales.
 Nov 16: Sailed Bantry Ireland for Newport Wales.
 Nov 26: Arrived Newport Wales from Bantry Ireland.

Dec 24: Arrived Newport Wales from Bantry Ireland.

1904

Jan 01-06: Sailed Newport Wales for Bantry Ireland.
 Mar 17: Arrived Newport Wales from Hayle Cornwall.
 Apr 20: Arrived Bantry Ireland from Newport Wales.
 May 07: Sailed Bantry Ireland for Newport Wales.
 May 26: Sailed Whitehaven Cumbria for Castletown Ireland.
 Jun 28: Arrived Newport Wales from Bantry Ireland.
 Jul 05: Sailed Newport Wales for Castletown Ireland.
 Jul 26-29: Sailed Bantry Ireland for Newport Wales.
 Aug 13: Sailed Newport Wales for Dingle Ireland.
 Oct 01: Arrived Newport Wales from Dingle Ireland.
 Oct 07: Sailed Newport Wales for Bantry Ireland.
 Oct 27: Sailed Bantry Ireland for Newport Wales.
 Nov 07: Arrived Newport Wales from Bantry Ireland.
 Nov 18: Sailed Newport Wales for Kenmare Ireland.
 Nov 30: Arrived Bantry Ireland from Newport Wales.

1905

Apr 11: Arrived Newport Wales from Hayle Cornwall.
 May 11-17: Arrived Newport Wales from Bantry Ireland.
 Jun 06: Arrived Newport Wales from Bantry Ireland.
 Jun 10-30: Sailed Newport Wales for Bantry Ireland via Glengruff.
 Jul 13: Arrived Newport Wales from Bantry Ireland.
 Aug 19: Arrived Newport Wales from Crookhaven Ireland.
 Aug 29: Sailed Newport Wales for Tralee Ireland.
 Sep 26: Sailed Newport Wales for Castletown Ireland.
 Nov 16: Arrived Bantry Ireland from Newport Wales.
 Dec 16-22: Sailed Bantry Ireland for Newport Wales.

1906

Feb 22: Arrived Bantry Ireland from Newport Wales.
 Mar 12-18: Sailed Bantry Ireland for Crookhaven Ireland.
 Apr 15: Arrived Whitehaven from Crookhaven Ireland.
 Apr 19: Sailed Whitehaven Cumbria for Castletown Ireland.
 Jun 01: Arrived Whitehaven Cumbria from Crookhaven Ireland.
 Jun 12: Sailed Whitehaven Cumbria for Kilrush Ireland.
 Jul 31: Arrived Irvine Scotland from Bowling Glasgow.
 Aug 06: Sailed Irvine Scotland for Suleen.

1907

Feb 11: Arrived Poole Dorset from Limerick Ireland.
 Jun 13: Sailed Waterford Ireland for Bristol Ireland.
 Jul 12: Arrived Youghal Ireland from Newport Wales.
 Aug 20: Sailed Runcorn Cheshire for Bantry Ireland.
 Oct 04: Sailed Newport Wales for Crookhaven Ireland.
 Oct 18: Sailed Newport Wales for Crookhaven Ireland.
 Nov 25: Arrived Newport Wales from Crookhaven Ireland.

1908

Jan 16: Arrived Youghal Ireland from Newport Wales.
 Jan 29: Put up for sale on Feb 04.
 Feb 20: Sailed Youghal Ireland for Newport Wales.
 Mar 24: Sailed Newport Wales for Youghal Ireland.
 Jul 06: Arrived Newport Wales from Youghal Ireland.
 Jul 23: Arrived Kinsale Ireland from Newport Wales.
 Aug 06: Arrived Newport Wales from Courtmacsherry Ireland.

Aug 13: Sailed Newport Wales for Clonakilty Ireland.
 Sep 19: Sailed Newport Wales for Courtmacsherry Ireland.
 Oct 21: Sailed Kinsale Ireland for Hayle Cornwall.

1909

Mar 18: Arrived Newport Wales from Barnstable Somerset.
 May 10: Sailed Kinsale Ireland for Bristol.
 Jun 11: Arrived Newport Wales from Hayle Cornwall.
 Jun 15: Sailed Newport Wales for Bantry Ireland.
 Jul 10: Arrived Newport Wales from Bantry Ireland.
 Jul 28: Sailed Newport Wales for Ballinacurra Ireland.
 Aug 20: Arrived Cardiff from Ballinacurra Ireland.
 Sep 29: Arrived Newport Wales from Bantry Ireland.
 Nov 01: Arrived Par Cornwall from Newport Wales.
 Dec 08: Sailed London for Exeter Devon.

1910

Jan 21: Sailed Exmouth Devon for Teignmouth Devon.
 Mar 18: Arrived Runcorn Cheshire from Teignmouth Devon.
 May 07: Arrived Newport Wales from Cardiff.
 May 08-12: Sailed Newport Wales for Par Cornwall.
 May 30: Arrived Runcorn Cheshire from Par Cornwall.
 Jun 13: Arrived Lymington Hampshire from Runcorn Cheshire.
 Jun 21: Arrived Southampton from Lymington Hampshire.
 Jul 01: Sailed Southampton for Newport Wales.
 Jul 14: Sailed Newport Wales for Clonakilty Ireland.
 Aug 04: Arrived Youghal Ireland from Clonakilty Ireland.
 Aug 10-13: Sailed Youghal Ireland for Guernsey.
 Aug 27: Arrived Poole Dorset from Guernsey.
 Sep 24: Sailed Runcorn Cheshire for Mylor Cornwall.
 Nov 06: Arrived Port Talbot Wales from Swansea Wales.
 Nov 12: Arrived Newport Wales from Falmouth Wales.

1912

Jul 31: Arrived Newport Wales from Ballydinga Ireland.

1914

Dec 06: Crew rescued by Abersoch Lifeboat after grounding during bad weather (Appendix L).

1915-1916

No Information found

1917

Sep 10 Stopped by U-boat UC 51 while sailing from Runcorn Cheshire 50° 18'N, 5° 40'W, 8 miles NxE of Pendeen Lighthouse. Sunk by explosives.

8.0 Conclusions & Recommendations

The project took approximately 4 working days with half of that time spent on on-line research.

Having read the report sufficient information has been collated to compile a comprehensive history of the schooner Water Lily.

From the information gathered the schooner Water Lily sailed predominately between Scotland and the Baltic ports of Sweden, Denmark, Germany, Poland and Russia carrying herring and oil cake. From ~1887 and under new ownership the schooner water Lily sailed predominately between Ireland and South Wales but also between ports of N.W. England and S.E England carrying raw materials and grains.

Although reported initially as having wrecked and sunk at Abersoch in December 1914, research found that the schooner Water Lily was still active up to Sep 1917 when it was stopped and sunk by a German U-boat off Cornwall.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. As with a number of other researches conducted, finding a listing of the captains of the Water Lily reduced the number of news articles to be reviewed.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

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

Keyword: Water Lily, Water Lily Williamson; Water Lily Bennett; Water Lily Driscoll

https://www.clydeships.co.uk/view.php?year_built=&builder=&ref=56772&vessel=WATER+LILY

<https://www.crewlist.org.uk/data/viewimages?&name=Water%20Lily&steamsail=Sail&submit=Enter&year=1878>

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=Water+Lily&SearchType=Exact&submit=search>

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

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://newspapers.library.wales/>

<https://uboat.net/wwi/boats/?boat=UC+51>

https://uboat.net/wwi/ships_hit/6470.html

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

<https://www.wrecksite.eu/wreck.aspx?10457>

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

Appendices:

Appendix A: Appropriation Book Aug 1876, Water Lily

Official Number	Name of Ship	Tonnage	Whether Steam or Sailing Ship	Port of Registry	Date of Registry	Occasion of Appropriation	Date of Appropriation
70520	Volant	99	Sailing	"	23 June 75	"	19
70521	Water Lily	99	"	"	28 Feb'y 76	"	14 Feb'y 76
2	Gem	99	"	"	6 Mar	"	28
3	Martin	60	"	"	11 Apr	"	14 Apr

Appendix B: Mercantile Navy List 1878, Water Lily, Wick

52243	Water Lily, St. John's, N.F.L.	Sr.	N.F.L. Bonavista, N.F.L.	1860	..	20	Wm. Kelligrew, St. John's, N.F.L.
75979	Water Lily, St. John's, N.F.L.	Sr.	Flat Is., N.F.L.	1877		33	Joseph Hicks, Flat Is., Bonavista Bay, N.F.L.
62472	Water Lily, Sunderland	Bk.	Sunderland	1868	H.P.G.C	379	Joseph Michael Smith, 61, Wear St., Monkwearmouth Shore, Sunderland.
39155	Water Lily, Waterford	Bn.	Pr. Ed. Is.	1856	S.N.D.H	132	William Downey, Waterford.
70521	Water Lily, Wick	Sr.	Banf	1876	P.M.K.S	99	Donald Georgeson, Wick.
67395	Water Lily, Yarmouth	Dy.	(a)	(a)	..	48	John Bates, Gorleston, Suffolk.
50591	Water Lily, Yarmouth, N.S.	Sr.	Carleton, N.B.	1865	..	71	John R. Rogers, Yarmouth, N.S.

Appendix C: Crew Signing on Papers 1881

OFFICE COPY (to be forwarded to the Register General of Seamen).

Agreement No. 89546

AGREEMENT AND ACCOUNT OF CREW. (FOREIGN-SERVICE.)

GENERAL REGULATIONS IN EIGHT PAGES.

Name of Ship	Official No.	Port of Registry	Tonnage	Registered Tonnage	Weighted Tonnage
Water Lily	70521	Wick	109	99	

REGISTERED MASTER OR OWNERS: D. Georgeson, Pulleney Town, Wick, Wick.

THE CREW agrees to be employed on board the above-named ship in the service of the said Master or Owners, and to be subject to the regulations and conditions of service set forth in the said Agreement and Account of Crew, and to be bound by the same as if they were printed in writing.

The general persons whose names are herein subscribed, and whose descriptions are contained on the other side of this paper, do hereby agree to be employed on board the above-named ship, and to be subject to the regulations and conditions of service set forth in the said Agreement and Account of Crew, and to be bound by the same as if they were printed in writing.

Wick on the 16th day of May 1881.

Signed by *John R. Rogers* Master, on the 16th day of May 1881.

Signed by *W. Lunn* Agent.

1881

Appendix D: Lloyd's Registry 1882, Water Lily, Wick

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.																
1 Official number.	2 Ships' Names, &c.		3 Masters.	4 Registered Dimensions.			6 Moulded depth.	7 Engines of Steamers. <i>Builders of Engines.</i>		8 Built.		10 Owners.	11 Port belonging to.	12 Port of Survey.	13 Year if assigned.	14 Character, if Assigned, for Hull and Stow. Also Date of Last Survey.
				Net Gross. Under Deck.	Length.	Breadth.		Depth.	Freeboard amidships	Materials. Repairs of Ships, &c., if Classed.	Where. <i>Builders' Names.</i>						When
11 18477	Water Lily	Sk I.B. Salled†	H. John	24 27 27	44·3 1 Dk	16·6 6·6	ft. in.	..... 9&12yrs Mat.	Milford Lewis	1879 10mo.	H. John	Milford	Mil.	11	A 1 11,79
2 18807	r.&YM.75pI.B.	Sr H. Tuggey	H. Tuggey	128 135	90·1	21·4 11·4		..... srp.74	Appledore Pickard	1867 5mo.	Wyre Shipping Co. (Lim.)	Fleetw'd	Lon.	8 C5	5,75
3 10521		Sr G. Willmsn	G. Willmsn	99 110 110	86·4 1 Dk	21·6 10·3		.....	Banff Watson	1876 1mo.	D. Georgeson	Wick Wt. Banf. S1	Bnf.	9 A&CP.	A 1 2,81
4 187	-Witch			140 140 140	80·3	22·7 13·0		.....	Newport	1846	J. Gann	Favrsham			

Appendix E: Mercantile Navy List 1887, Water Lily, Liverpool

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
45226	Water Lily, Falmouth	K.	Falmouth	1863	V.O.L.B	62	Wm. R. Bunt, Cove, Constantine, Cornwall.
56807	Water Lily, Fleetwood	Sr.	Bideford	1867	L.F.G.H	128	John Amer, Fleetwood.
65803	Water Lily, Grimsby	Dy.	Grimsby	1871	..	42	Joseph Little, Grafton St., New Clee, Lincs.
61904	Water Lily, Halifax, N.S.	Sr.	Liverpool, N.S.	1870	..	14	John Publicover, Dover, Halifax co., N.S.
93095	Water Lily, Hull	Sk.	Hull	1886	..	12	Thos. Smith, 4, Thomas Sq., Hedon Rd., Hull.
70521	Water Lily, Liverpool	Sr.	Banff	1876	P.M.K.S	99	Wm. J. Shore, Runcorn.
19099	Water Lily, London	Spl.	Newbury	1839	..	26	Edward Cole, Church St., Milton, Kent.
79932	Water Lily, Lowestoft	Lr.	Lowestoft	1878	..	31	John Moore, 14, North Pl., Infirmary Place, Lowestoft.

Appendix F: Change of Ownership Oct 1888

CHANGES IN OWNERSHIP AND MANAGEMENT OF VESSELS.

(N.B.—The Name and Addresses are those of the NEW OWNERS or MANAGERS.)

Conquest (60263). Mrs. Elizabeth Jipson, of Hull.

Constance (50383). Edward Billston, of Dolphin House, Fowey, Ship Owner.

Eliza Everitt (61804). Ernest A. Tucker, of 35, Lime Street, London, Merchant.

Garfield (82340). Archibald Campbell, of 53, Crookston Street, Glasgow, Shipwright.

Industry (47200). Edward G. Flowers, of Landport, Hants, Potato Merchant.

Kate and Polly (62713). George E. J. Moody, of Albert Road, Catterthorpe, Grimsby, Smack Owner.

Marion (56624). Henry R. Cornelius, of Faversham, Ship Owner.

Ocean Bride (36141). James Boudreau, of Mount Stewart, P. E. Island, Master Marine.

Sunbeam (72231). William Urquhart, of Springfield, King's co., N. B., Mariner.

Union B (72162). Joseph Mitchell, of Hampton, Annapolis, N. S., Master Marine.

Water Lily (70521). Alice M. Howard, of Runcorn, Cheshire, Wife of John Howard.

Ellen (83338). George A. Smyth, of Thursday Island, Queensland, Ship Owner.

Five Sisters (91806). Mrs. Eleanor M. Smith, of 12, Castle Street, Plymouth.

Marion (56370). William T. Holland, of Bridgwater, Somerset, Merchant.

Mary (75896). Anthony Gallant, of Lot 15, Prince County, P. E. Island, Mariner.

Appendix G: Report on Accident at Newport, Jan 1900

George Harrington, aged 60, a native of the South of Ireland, and captain of the schooner Water Lily, died at Newport Infirmary on Sunday morning. On Thursday night, about ten o'clock, he tried to jump on board the schooner Harriett and Amelia, lying in the Old Dock, but fell against the quay wall and cut his forehead. He was medically attended, and seemed to be getting on well until Saturday, when he took a turn for the worst, and was removed to the infirmary, where he died.

Appendix H: Newspaper Report on Collision at Holyhead, Nov 1902

Library was founded.
COLLISION. — On Friday morning, as the schooner "Kate Darling," of Cardigan, was coming into the Harbour of Refuge, she collided with the schooner "Water Lily," of Liverpool, which was at anchor in the outer roads. The steam lifeboat "Duke of Northumberland" was at once called out, and rendered assistance, a portion of the lifeboat's crew being put aboard each vessel. The damaged vessels were towed into the Old Harbour for safety.

Appendix I: Inquiry Report on Nov 1902 Collision at Holyhead

BANGOR ADMIRALTY COURT.

On Monday, before his Honour Judge Sir Horatio Lloyd, the owners of the schooner "Water Lily," of Liverpool, who were represented by Mr Rigby Swift (instructed by Mr Hamer, Holyhead), sued the owners of the "Kattie Darling" (for whom Mr C. E. Moreton Pritchard, Holyhead, appeared), for a sum of £300 damages sustained as the result of a collision off Holyhead on November 7th last.

John Bourne, master of the "Water Lily," said that he left Liverpool on the 3rd November bound for Skibbereen with a cargo of gas coal. He brought up and anchored in the old roads at Holyhead, clear of the fairway. About 5.30 on Friday morning, the 7th November, witness saw the "Kattie Darling" coming along, and as he regarded his position dangerous under the circumstances he hailed her. Instead of clearing off the "Kattie Darling" (which was then about 200 yards away) let go an anchor. The "Kattie Darling" did not come head to wind at all, but came broadside on to the "Water Lily," causing great damage. He signalled for assistance, and the tug "British King" came up and towed the "Water Lily" to the inner harbour at Holyhead. The crew of the "Kattie Darling" abandoned their vessel (witness said) and jumped on board the "Water Lily." — In cross-examination, witness said he considered the "Kattie Darling" was sinking, especially as her captain and mate for a time refused to return to their ship at his request. Witness did not then know what damage had been done to his vessel. — Re-examined, witness said that if it had not been for this collision he would not have gone into the inner harbour at Holyhead.

George Menders, mate of the "Water Lily," said he saw the "Kattie Darling" tacking two or three times. They hailed the "Kattie Darling" to go about, but she did not do so, and dropped her anchor, with the result that she drifted on to the "Water Lily," and collided with the latter. After the vessels struck the crew of the "Kattie Darling" came on board the "Water Lily." They declined to go back, stating that their vessel was half full of water and sinking. Witness spoke to the assistance rendered by the "British King." — Cross-examined, witness said that the "Kattie Darling" was towed into the inner harbour by the "Brilliant Star."

John Daisy, an able seaman on board the "Water Lily," said he himself hailed the "Kattie Darling" to go about before the collision occurred. The latter vessel did not go about but dropped anchor. He corroborated his captain as to the damage done, and gave evidence as to the assistance rendered in response to signals of distress.

Further evidence was given by Daniel Driscoll.

Captain William Bibby (master of the tug "British King") stated that on the date in question he saw signals of distress, and found after going out that two vessels were in collision. The "Kattie Darling" had sail on at the time. Witness passed a rope to the "Water Lily," and pulled her clear of the "Kattie Darling." The latter was afterwards towed away by the "Brilliant Star." Witness agreed to accept £100 for the services he had rendered.

Richard Rickett, a coastguard stationed at Holyhead, said the night was very dark. About half past four he saw a vessel nearing the breakwater making short tacks, and when last he saw her she steered very near a vessel lying at anchor. She seemed to have dropped her anchors. — Cross-examined: He could not see anything but the vessels' lights. He had offered to give his evidence to Mr Moreton Pritchard, but they disagreed to witness' version regarding the appearance of the lights.

Owen Pritchard, foreman to Messrs Williams and Son, ship builders, gave evidence as to the cost of the repairs done to the "Water Lily." The amount charged was as reasonable as possible. — Cross-examined, witness was questioned as to the details of the damage done to the vessel.

Peter McLaughlin, master of the salvage boat "Duke of Edinburgh," deposed to finding the anchor of the "Kattie Darling" entangled in the "Water Lily's" chains.

The owner of the "Water Lily" stated that before the collision the vessel was worth £750; he now valued it at £600, the depreciation being due to the collision.

Mr Bryn Roberts called George Bear, master of the "Kattie Darling," who stated that his vessel took a course between the "Water Lily" and the end of the breakwater and anchored some distance away. One of the anchors got fouled, but this could not have been obviated. They had to ride with only one anchor, and his vessel proceeded in the direction of the "Water Lily." The bows of the "Water Lily" were cleared, and his vessel came along side. Witness asked the master of the "Water Lily" to assist, but he declined. It was only to get assistance that he went on board the "Water Lily," and not because he thought his own vessel was sinking. The "Brilliant Star" threw a rope on to witness's vessel, which was towed away. Witness did not see the "British King." Witness was sure that the "Water Lily" did not drag a foot; if she had dragged she would have collided with the breakwater. — By Mr Rigby Swift: Witness denied that he had been in trouble several times with the "Kattie Darling." After he left Holyhead the second time a lifeboat did assist them near the Cardigan shore, but not because they were in danger; they simply wanted to get on shore. That pleasure trip did not cost anything (laughter). The anchor of the "Kattie Darling" was dropped about 500 yards away from the "Water Lily." — Re-examined: His only chance of avoiding a collision was to pay out more chain in the hope of the anchor gripping, and this he did.

William Griffith, mate of the "Kattie Darling," stated that it was blowing a gale when his vessel entered the Holyhead harbour to seek shelter. When they arrived opposite the "Water Lily" the captain ordered him to board her, and he asked for assistance. The captain of the "Water Lily" put up a signal, and the tug boat "Brilliant Star" came up, and after slipping both anchors the "Kattie Darling" cleared away. The "Kattie Darling" was in no danger whatever, and made no water. He did not leave the "Kattie Darling" because she was in danger.

Thomas Jones, boatman, Stanley Row, Holyhead, gave evidence that in response to a signal of distress he, with two men named Thomas Thomas and William Owen, proceeded in a boat towards the "Kattie Darling" and the "Water Lily," on board of which he saw the master, who said that he did not require any assistance. The master of the "Kattie Darling" said that he wanted assistance, and the "Brilliant Star" threw a line on board and towed her away. There was no other tug in sight then. There was scarcely any water in the "Kattie Darling" in fact five minutes' pumping sufficed.

Thomas Thomas, Holyhead, corroborated the evidence of the last witness. The

"Kattie Darling" was in no danger. They had received £20 for assisting the "Kattie Darling."

H. J. Davies, lightkeeper, Holyhead, who witnessed the collision from the end of the breakwater, gave evidence for the defendants.

Captain H. H. Williams, a retired master mariner, Holyhead, stated that he made a survey of the "Walter Lily." No injury was done under the water line, so that the safety of the vessel was not threatened by the collision. There was no chance of avoiding the collision except by paying out the chain. After the repairs amounting to £38 had been done to the "Water Lily" she would be in a better condition than before the collision.

David Williams, lighthouse keeper, Holyhead, called by Mr Rigby Swift, stated that the "Kattie Darling" was on the starboard tack.


Mr Bryn Roberts, addressing the Judge, for the defence, said that there was no negligence on the part of his clients. The plaintiffs attributed to the master of the "Kattie Darling" conduct that would be absolutely insane. The evidence of the master of the "Kattie Darling" was perfectly reasonable; he was tacking up and down in order to get to the windward side which was safest. The collision was a common misfortune and reasonable judgment was exercised by the master of the "Kattie Darling."

Mr Rigby Swift submitted that the defendants might have done something, or devised something during that half hour to prevent the collision with the "Water Lily." They did not even give a watching shout to the crew of the vessel towards which they were drifting.

The Judge, in giving his decision, said that he was satisfied that the "Kattie Darling" was not brought up to the proper distance; and the attempt to anchor was made too near to the "Water Lily." By the collision certain damages were caused and taking into consideration the fact that the accident happened at night, the captain of the "Water Lily" was justified in taking his vessel away by means of a tugboat, so that £100 in that respect should be returned to him. He would award judgment for the plaintiff for £170.

Appendix J: Advertisement for Sale of Water Lily Feb 1908

FOR SALE BY AUCTION.

JOHN CONDON & SON
 Have been instructed by the Owner,
CAPTAIN TIMOTHY DISCOLL (who is giving up shipping)
 To **SELL** by **PUBLIC AUCTION**,
 At the **MARKET DOCKS, YOUGHAL, Co. CORK**,
 On **TUESDAY, 4th FEBRUARY**, at One o'Clock P.M., the

Well-found Schooner WATER LILY,
 as she now lies; together with all the Gear, Sails,
 Ropes, and Fittings on board.
 Her port of registration is **Liverpool**. Registered tonnage,
91'90; draught, 11 feet; 180 tons burden; ballast, 35 tons.
 The vessel is well found and is in good condition. She has
 recently been fitted with a new mainsail and topsail, and may
 be fully inspected any day prior to sale at her berth.
JOHN CONDON & SON,
 Auctioneers and Valuers, Youghal.

Appendix K: Mercantile Navy List 1914, Water Lily, Barnstaple

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	Inter-national Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
102522	Water Bird, Nassau, N.P.	Sr.	Bahamas	1892	..	20	Robert Nelson Musgrove, Nassau, N.P.
34680	Water Lilly, St. John's, NFL	Sr.	Bonavista, NFL	1864	..	16	William Penny, Bonavista Bay, N.F.L.
95581	Water Lilly, St. John's, NFL	Sr.	Sound Is., NFL	1888	..	23	Moses Monroe, St. John's, N.F.L.
70521	Water Lilly, Barnstaple	Sr.	Banff	1876	P.M.K.S	85	× Harry C. Chugg, Church St., Braunton, North Devon.
62144	Water Lily, Guernsey	Cr.	Plymouth	1869	..	38	Richard H. Hutchings, 101, Salisbury Road, Plymouth.

Appendix L: Report of Crew Rescue, Dec 1914

ABERSOCH.

LIFEBOAT CALLED OUT. — The Rev. H. R. Roberts, rector, writes:—"In your account of the disaster to the crew of the schooner "Water Lily," in last week's issue, you say that the crew received every hospitality from the inhabitants. The true facts are that the crew were attended to by myself, as honorary agent for this branch of the Shipwrecked Mariners' Society, without any cost to themselves. It is only right that this noble society should get credit for this, in the sight of the public. I have every reason to believe that the inhabitants of Abersoch would have rendered every assistance had they been called upon to do so."

Appendix M: Mercantile Navy List 1917, Water Lily, Barnstaple

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
126115	Watauga, Lunenburg, N.S.	Sr.	Lunenburg, N.S.	1908	..	99	Edwin Backman, Lunenburg, N.S.
104711	Watchful, Grimsby	Dy.	Lowestoft	1895	..	27	Richard Crawford, 38, West St., Bridlington, Yorks. <i>Samuel Chapman, Fish Docks, Grimsby.</i>
86558	Watchman, Belize, B.H.	Sp.	New Orleans	1875	..	6	Joseph S. Burgess, Belize, B.H.
102524	Water Bee, Nassau, N.P.	Sr.	Bahamas	1892	..	17	Robert Nelson Musgrove, Nassau, N.P.
55131	*Water Bird, Liverpool	Sr.	Fraserburgh	1868	M.F.Q.N	84	×John Marwood, 14, South Castle St., Liverpool.
102522	Water Bird, Nassau, N.P.	Sr.	Bahamas	1892	..	20	Robert Nelson Musgrove, Nassau, N.P.
34680	Water Lilly, St. John's, NFL	Sr.	Bonavista, NFL	1864	..	16	William Penny, Bonavista Bay, N.F.L.
95381	Water Lilly, St. John's, NFL	Sr.	Sound Is., NFL	1888	..	23	Moses Monroe, St. John's, N.F.L.
70521	Water Lily, Barnstaple	Sr.	Banff	1876	P.M.K.S	85	×Harry C. Chugg, Church St., Braunton, North Devon.