

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



Painting National Museum of Wales: **Aeron Belle (Schooner)**

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

Report Title:

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## **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 Aeron Belle built in Aberaeron Wales in 1856 (MADU Ref#387).

The Aeron Belle was a coastal cargo schooner which sailed predominately between Wales and Ireland. On Feb 20<sup>th</sup> 1910, the Aeron Belle grounded off Abersoch requiring the lifeboat to be launched and the crew rescued. The Aeron Belle was refloated and continued sailing until 1919 when it was reported to have sunk in the Shannon River, Ireland.

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

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**2.4 Contributors**

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## 2.5 Abbreviations

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

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### **3.0 Introduction**

The schooner Aeron Belle was chosen as:

- it covered a period of sea history from the mid 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

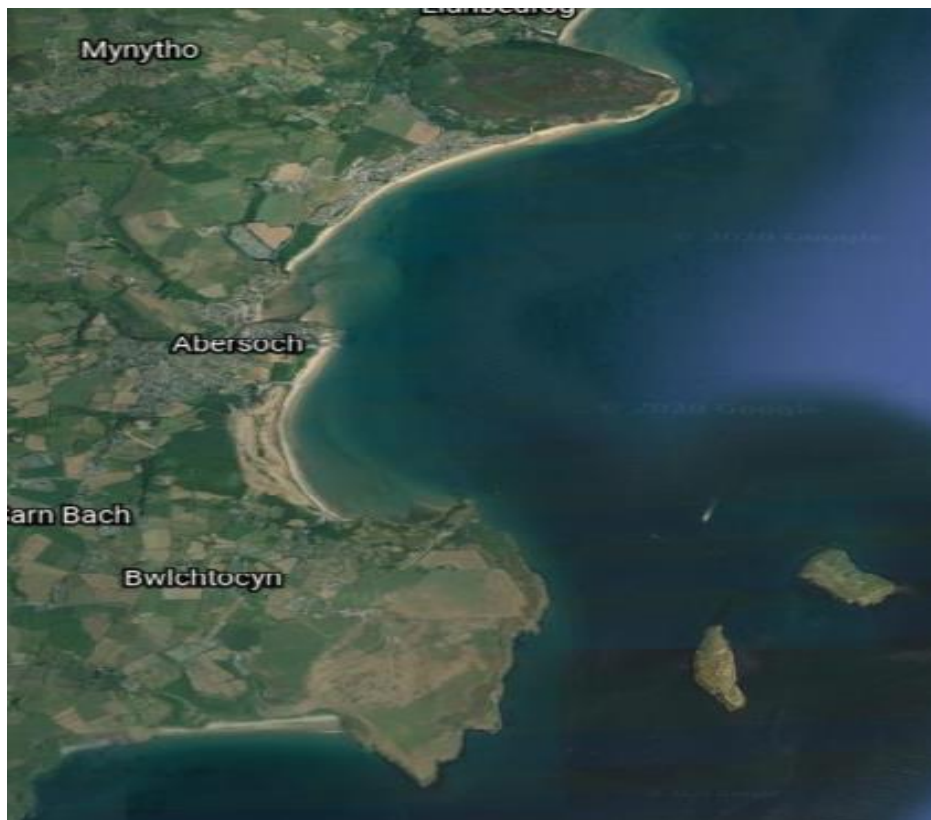
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

**Table 1: Extract from MADU Master Wrecksite Database**

MADU Ref #	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
387	20/02/1910	Aeron Belle	Borth Fawr	Abersoch	sank	Schooner	wood	rc, iwj

On Feb 20<sup>th</sup> 1910, the schooner Aeron Belle ran aground during a storm off Abersoch. The Abersoch lifeboat was launched and rescued the 3 crew members.

**Fig 1: Location of Aeron Belle Crew Rescue Feb 20 1910, Abersoch, Caernarfonshire**



## 5.0 Research Methodology

### Computer System

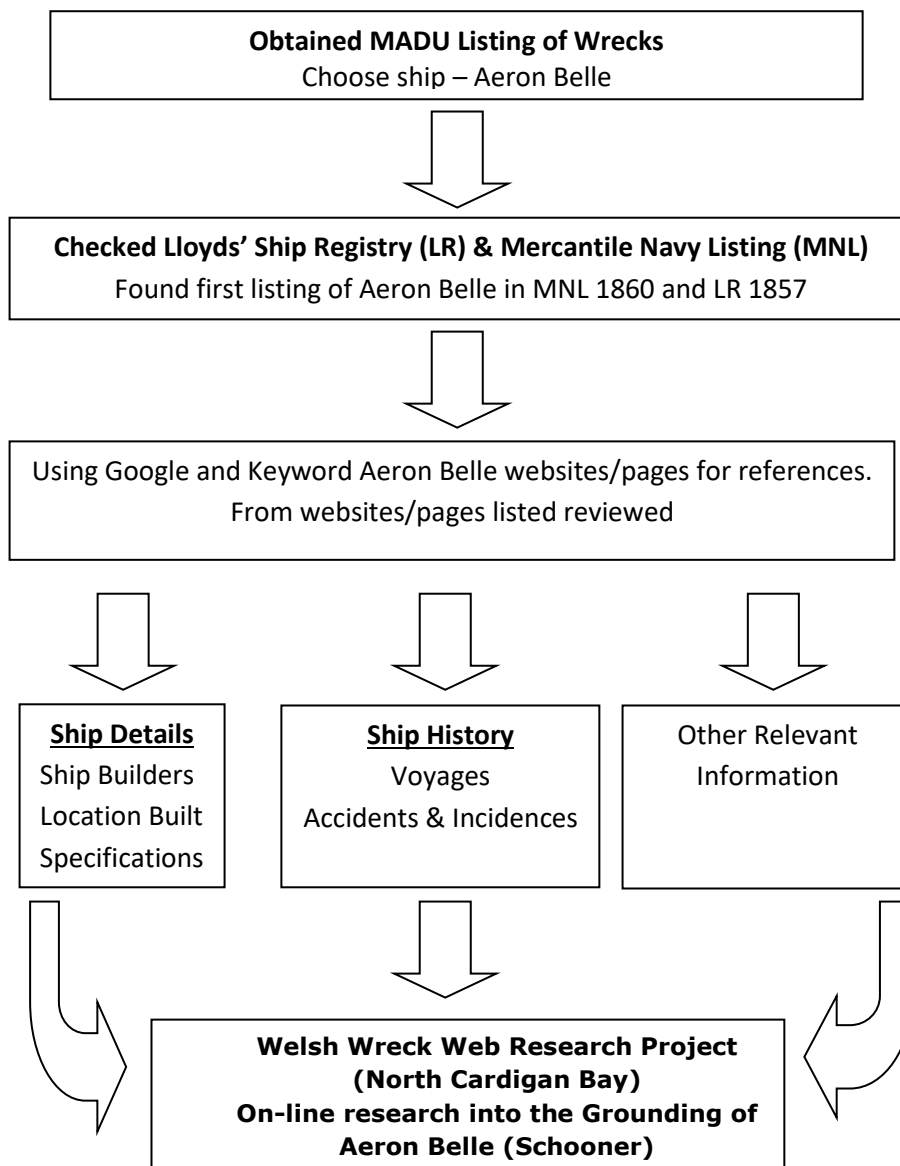
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

### Methodology



See Section 9 for list of websites viewed

## 6.0 Results

**Table 2: Aeron Belle (Schooner) Specification and History**

Vessel	Name/s	Aeron Belle	
	Type	Sailing Ship - Schooner	
		General Cargo	
Built	Date	Laid Down: N/A	
		Launched: N/A	
		Delivered: Aug 1856	
		Cost: N/A	
	Builder	E. Jones Aberaeron Wales	
Construction	Materials	Wood	
	Decks	1	
	Bulkheads	N/A	
Propulsion	Type	Sail	
	Details	2 masts	
Dimensions	Length	55 ft	4 ins
	Beam	18 ft	2 ins
	Draught	8 ft	2 ins
Tonnage	Gross	61 grt	
	Net	N/A	
Owners	1856	N/A	
	1865	Thomas Jones, Cwmmawr, Cardigan	
	1876	John Lloyd, Gilfach, Aberayron, Cardiganshire (MNL)	
	1880	Henry Lyon, Aberayron, Cardiganshire (MNL)	
	1885	David Evans, Aberayron, Cardiganshire (MNL)	
	1893	John L. Evans, Miss A.M Evans, Aberayron, Cardiganshire (MNL)	
	1895	John Davies, Aberystwyth Wales (managing owner, MNL)	
	1915	Limerick Steamship Co., Lewis Morley	
Registry	Port	Aberystwyth, Wales	
	Flag	GBR	
	Number	15769	
	Code	L.T.K.F	
History	Routes	U.K, Ireland, France	
	Cargo	Coal, Slates, bog ore, salt, grains	
Grounding	Date	21/02/1910	
	From	N/A	
	To	N/A	
	Captain	Davies	
	Crew	3	
	Cargo	N/A	
	Location	Abersoch	
	Cause	Bad weather	
	Loss of life	0	
Outcome	Crew rescued by Abersoch Lifeboat. Refloated.		
Wrecked	Date	?June 1919	
	Location	Shannon River	
	Cause	N/A	
	Loss of life	N/A	
	Outcome	Sunk	

## 7.0 Analysis

- The Aeron Belle was built in Aberaeron Wales in 1856 by E. Jones and launched in Aug 1856 (Appendix A, B, C, L).
- The schooner Aeron Belle conducted coastal trading predominately between Wales and Ireland but also sailed between other ports in the U.K and France.
- Jan 19 1875, the Aeron Belle sailing from Glandore Ireland to Greenock Scotland with a cargo of slates grounded on the north side of Dublin Bay and was later refloated (Appendix E).
- Nov 23 1881, the Aeron Belle broke her moorings at Ballyness and collided with the pier.
- June 11 1897, the Aeron Belle sailing from Southampton with a cargo of bog ore was forced to put in at Plymouth Devon due to a fire in the cargo (Appendix H).
- Jan 27 1906, the Aeron Belle sailing from Newport Wales to Wexford Ireland with a cargo of coal ran aground on the Dogger Bank entering Wexford Harbour Ireland. The crew of 7 were rescued and the Aeron Belle was later refloated ((Appendix I).
- Mar 06 1908, the Aeron Belle sailing from Swansea to Dublin with a cargo of coal required the services of the Wicklow lifeboat after losing her sails (Appendix J).
- Feb 20 1910, the Aeron Belle grounded during a storm off Abersoch. The Abersoch lifeboat was launched and the crew of 3 rescued (Appendix K).
- In 1915, the Aeron Belles was registered as owned by the Limerick Steam Ship Co (Mercantile Naval Listing).
- There is no record in the Lloyd's Casualty Listing for the Aeron Belle but from one web source there is mention of the Aeron Belle sinking in the Shannon River in June 1920. However there is an entry for the Aeron Belle in the Mercantile Naval Listing of 1921.

From newspaper articles the Aeron Belle was recorded:

### 1857

Mar 05: Sailed Dublin for Cardiff.

### 1858

Dec 04: Arrived St Tudwall Roads Wales from Clyde Scotland for St Valery France.

Dec 06: Put in at Newquay Wales with loss of main boom.

### 1859

Jan 12: Arrived St Valery France from Clyde Scotland.

Feb 07: Sighted off Beachy Head East Sussex.

Mar 26: Arrived Havre France from Swansea Wales.

### 1861

Apr 11: Arrived Port Dinorwic Wales from Aberaeron Wales.

Sep 13: Arrived Briton Ferry Wales from Barrow Cumbria.

### 1864

Apr 16: Arrived Cardiff from Liverpool with 2459 centals wheat.

### 1865

Jan 07: Arrived Cardiff from Barrow Cumbria, 102 tons iron ore.

Jan 13: Captain robbed in Cardiff and also charged with being drunk (Appendix D).

Mar 18: Put in at Holyhead Wales sailing from Duddon Cumbria for Cardiff.

Nov 06: Passed Aberaeron Wales sailing from Ipswich Suffolk for Barmouth Wales.

Dec 13: Loading for Porthmadog Wales to London.

**1866**

Jan 15: Put into St Tudwal's Road Wales due to weather bound for London.

**1867**

Jul 28: Arrived Par Cornwall from Newport Wales.

Oct 26: Arrived Par Cornwall from Cardiff.

Dec 09: Sailed Runcorn Cheshire for Aberdeen Scotland.

**1868**

Apr 03: Arrived Ardrossan Scotland from Aberaeron Wales.

Dec 24: Arrived Pill/Bristol.

**1869**

Jan 23: Arrived Cardiff from Portaferry N. Ireland, 90 tons potatoes.

May 01: Sailed Aberdovey Wales for Belfast, cargo of slates.

May 17: Sighted off Milford Wales sailing Carlingford Ireland for Cardiff.

Jun 05: Arrived Cardiff from Carlingford Ireland, 93 tons potatoes.

Oct 11: Arrived Waterford Ireland from Cardiff, coal.

Oct 22: Sailed Waterford Ireland for Cardiff.

**1870**

Mar 08-11: Sailed Saundersfoot Wales for Waterford Ireland.

Oct 01: Arrived Waterford Ireland from Runcorn Cheshire, salt.

Nov 07: Sailed Sharpness Gloucester for Cork Ireland.

**1871**

Mar 04: Sailed Porthmadog Wales for London.

Apr 23: Arrived Ardrossan Scotland from Islay Scotland.

May 05-12: Sailed Ardrossan Scotland for Newport Wales.

Jul 28: Sailed Cork Ireland for Aberaeron Wales.

Aug 19: Sailed Aberaeron Wales for Garston Liverpool.

Sep 11-12: Sailed Liverpool for Waterford Ireland.

Nov 16: Arrived Runcorn Cheshire from Pentewan Cornwall.

**1872**

Apr 25: Arrived Wexford Ireland from London.

May 09: Arrived Porthmadog Wales from Waterford Ireland.

Jun 04: Arrived Poole Dorset from Portsmouth.

Jun 14: Sighted off Dartmouth Devon sailing Poole Dorset for Liverpool.

**1873**

Feb 16: Sailed Bristol for Newport Wales.

Mar 13: Arrived Aberaeron Wales from Newport Wales.

Mar 26: Arrived Aberaeron Wales from Neath Wales.

**1874**

Mar 03: Arrived Runcorn Cheshire from Par Cornwall.

Apr 14: Put in at Waterford Ireland sailing Runcorn Cheshire for Clonakilty Ireland.

Sep 23: Arrived Holyhead Wales from Runcorn Cheshire.

**1875**

Jan 19-Feb 06: Stranded on Northside of Dublin Bay. Refloated and laid up (Appendix E).

Feb 16: Arrived Cardiff from Dublin via Aberystwyth Wales.

Jul 17: Arrived Lowestoft Suffolk from Newport Wales.

**1876**

Jun 21: Sailed Newport Wales for Cork Ireland.

Jul 19: Sailed Newport Wales for Skibbereen Ireland.

Aug 08: Arrived Newport Wales from Cork Ireland, light.

### 1877

Feb 24-Mar 12: Sailed Porthmadog Wales for Calais France.

Mar 03: arr St Tudwal Roads Wales.

Apr 03-May 05: Sailed Calais France for Dublin.

Apr 06: arr Portland Roads Dorset.

### 1878

Jan 21: Arrived Cardiff, light.

### 1879

Jan 06: Sailed Swansea Wales for Port Audemer France.

Feb 14: Arrived Cardiff from Carlingford Ireland, 74 tons of potatoes.

Apr 21: Arrived Newry N. Ireland from Swansea Wales, coal.

May 26: Sailed Neath Wales for Glasgow, 100 tons copper.

May 28: arr Milford Haven Wales.

Jun 11: Sailed Glasgow for Newport Wales.

Jul 25: Arrived Liverpool from Westport Ireland.

Oct 06: Sailed St Tudwal Roads Wales for Newport Wales.

Dec 11: Sailed Swansea Wales for Douglas I.O.M.

### 1880

Mar 06-21: Sailed Neath Wales for Belfast, cargo iron & coal.

May 07: Sailed Port Dinorwic Wales for Belfast, slates.

Jul 02: Arrived Newport Wales from Workington Cumbria.

Jul 15: Arrived Waterford Ireland from Newport Wales.

Sep 17: Arrived St Tudwal Roads Wales from Newport Wales.

Nov 07: Arrived Bristol from Youghal Ireland, oats.

Nov 18: Sailed Bristol for Newport Wales.

### 1881

Mar 02: Signalled off Mumbles Wales.

Sep 23-28: Sailed Pentewan Cornwall for Runcorn Cheshire.

Nov 23: Broke mooring at Ballynass N. Ireland and ran ashore at Ballynass Pier. Loaded with bog ore for Liverpool.

### 1882

Feb 09: Sailed Liverpool for Bideford Devon.

Apr 19: Sailed Charleston Cornwall for Runcorn Cheshire.

Jun 15: Arrived Bristol from Youghal Ireland, oats.

Jun 29: Arrived Swansea Wales from Bristol.

Oct 14-16: Sailed Newport Wales for Charlestown Cornwall.

### 1883

Jan 13: Arrived Runcorn Cheshire from Charlestown Cornwall.

Apr 07: Sailed Pentewan Cornwall for Runcorn Cheshire.

Apr 25: Sailed Runcorn Cheshire for Glandore Ireland.

May 26: Passed east of Lizard Cornwall.

Jun 20: Arrived Runcorn Cheshire from Pentewan Cornwall.

Jul 27: Arrived Newport Wales from Kilmore Ireland.

Aug 07: Arrived Charlestown Cornwall from Newport Wales.

Aug 26: Arrived Runcorn Cheshire from Charlestown Cornwall.

Oct 15: Arrived Glasgow from Runcorn Cheshire.

### 1884

Jan 09: Arrived Cardiff from Millbay N Ireland, 94 tons of potatoes.

Feb 19: Arrived Falmouth Cornwall from Cardiff.

Mar 18: Arrived Runcorn Cheshire from Pentewan Cornwall.  
 Apr 16: Arrived Porthmadog Wales from Downpatrick N. Ireland.  
 Nov 27: Arrived Cardiff from Ealing, pitwood.

**1885**

Jan 05: Sailed Waterford Ireland for Porthmadog Wales, ballast.  
 Mar 30: Sailed Portsmouth, ballast.  
 Apr 11: Arrived Cardiff from Ealing, pitwood.  
 May 05: Arrived Waterford Ireland from Cardiff, coal.  
 Jul 30: Arrived Cardiff from Portsmouth, ballast.  
 Nov 02: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Nov 09-11: Sailed Porthcawl Wales for Aberaeron Wales, 100 tons coal.  
 Nov 25: Sailed Aberaeron Wales for Porthcawl Wales.  
 Dec 08: Sailed Porthcawl Wales for Aberaeron Wales, 105 tons coal.  
 Dec 23: Arrived Aberaeron Wales from Porthcawl Wales.  
 Dec 26: Arrived Porthcawl Wales from Aberaeron Wales, ballast.

**1886**

Feb 03: Arrived Aberaeron Wales from Porthcawl Wales.  
 Oct 10: Passed Mumbles Lighthouse Wales.  
 Nov 30: Sailed Waterford Ireland for Cardiff, ballast.

**1887**

Feb 14: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Feb 15: Sailed Porthcawl Wales for Aberaeron Wales, 120 tons coal.  
 Mar 16: Arrived Aberaeron Wales from Troon Scotland.  
 Mar 31: Passed Mumbles Lighthouse Wales.  
 Apr 04: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Apr 09: Sailed Porthcawl Wales for Aberaeron Wales, 110 tons coal.  
 Apr 29: Sailed Aberaeron Wales for Porthcawl Wales.  
 Jul 09-13: Sailed Queenstown Ireland for Newport Wales.  
 Aug 03: Arrived Newport Wales from Bantry Ireland.  
 Oct 24: Passed Holyhead Wales.  
 Dec 22: Arrived Cork Ireland from Newport Wales.

**1888**

Jan 15: Passed Mumbles Lighthouse Wales.  
 Feb 18: Arrived Porthcawl Wales from Aberystwyth Wales.  
 Feb 24: Sailed Porthcawl Wales for Aberystwyth Wales.  
 Mar 01: Collided with Ystwyth off St Dogmel's Mount Wales (Appendix F).  
 Mar 31: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Apr 26: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Jul 30-Aug 04: Sailed Aberdovey Wales for Bridgewater Somerset.  
 Aug 24: Sailed Bridgewater Somerset for Liverpool.  
 Oct 11: Arrived Porthcawl Wales from Barnstaple Somerset, ballast.  
 Dec 05: Young boy fell off and drowned in Aberaeron Wales harbour (Appendix G).  
 Dec 17: Arrived Porthcawl Wales from Aberaeron Wales, ballast.

**1889**

Jan 07: Arrived Burry Port Wales from Aberaeron Wales, ballast.  
 Feb 05: Sailed Porthcawl Wales for Aberaeron Wales, 100 tons coal.  
 Mar 09: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Apr 01: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Apr 08: Sailed Porthcawl Wales for Aberaeron Wales, 100 tons coal.  
 Jun 22: Arrived Porthmadog Wales from Aberaeron Wales.  
 Jul 04: Sailed Porthmadog Wales for Tralee Ireland.  
 Dec 05: Put in at Holyhead Wales sailing Mochdre Wales for Glasgow.

**1890**

May 25: Arrived Clyde Scotland from Bridgewater Somerset.  
 May 28-Jun 01: Sailed Glasgow for Bridgewater Somerset.  
 Jun 13-17: Sailed Bridgewater Somerset for Dublin.  
 Jul 01: Sailed Dublin for Chester, burnt ore.

**1891**

Jan 14: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Apr 10: Arrived Porthmadog Wales from Aberaeron Wales.  
 Jun 19: Sailed Porthmadog Wales for Cork Ireland.  
 Aug 23: Arrived Swansea Wales from Rostrevor N. Ireland, stones.  
 Sep 03: Sailed Swansea Wales for Aberaeron Wales, 92 tons of coal.  
 Nov 06: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Nov 21: Sailed Porthcawl Wales for Aberaeron Wales, 130 tons coal.

**1892**

Jul 30: Arrived Dublin from Irvine Scotland.  
 Sep 09: Sailed Porthmadog Wales for Bridgewater Somerset.  
 Sep 23: Sailed Porthcawl Wales for Aberaeron Wales, 65 tons coal.  
 Nov 07: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Nov 10: Sailed Porthcawl Wales for Aberaeron Wales, 120 tons coal.  
 Nov 28: Arrived Porthcawl Wales from Aberaeron Wales, ballast.  
 Dec 08: Sailed Porthcawl Wales for Aberaeron Wales, 100 tons coal.  
 Dec 20: Passed west of Mumbles Lighthouse Wales.

**1893**

May 03: Arrived Newport Wales from Aberaeron Wales, light.  
 May 09: Sailed Newport Wales for Kingsbridge/Salcombe Devon, 100 tons coal.  
 May 30: Arrived Newport Wales from Kingsbridge Devon, light.  
 Jun 10: Sailed Newport Wales for Caernarfon Wales, 100 tons coal.  
 Jul 12: Sailed Newport Wales for Cork Ireland, 100 tons coal.  
 Aug 06: Arrived Newport Wales from Crosshaven Ireland, light.  
 Sep 18: Sailed Newport Wales for Clonakilly Ireland, 100 tons coal.  
 Nov 15: Sailed Newport Wales for Youghal Ireland, 100 tons coal.

**1894**

Jan 18-21: Sailed Cork Ireland for Newport Wales, pitwood.  
 Feb 17: Sailed Newport Wales for Muckross Ireland, 100 tons coal.  
 Feb 23: Mr John Lloyd Evans of the Aeron Belle qualified as mater mariner.  
 Apr 13: Arrived Porthmadog Wales from New Quay Wales.  
 Jun 30: Sailed Porthmadog Wales for Portsmouth.  
 Aug 03: Arrived Porthmadog Wales from Portsmouth.  
 Aug 18: Sailed Porthmadog Wales for Cardiff.  
 Sep 07: Arrived Caernarfon Wales from Cardiff.  
 Aug 27: Sailed Cardiff for Porthmadog Wales.  
 Oct 09: Arrived Cork Ireland from Bangor Wales.  
 Dec 01: Sailed Porthmadog Wales for Ipswich Suffolk.

**1895**

Apr 19: Arrived Teignmouth Devon from Porthmadog Wales, slates.

**1896**

Jan 04: Sailed Cardiff for Porthmadog Wales.  
 Apr 09: Arrived Cardiff, light.  
 Apr 15: Sailed Cardiff for Porthmadog Wales.  
 May 14: Arrived Gravesend Kent.  
 Jun 12: Arrived Runcorn Cheshire from Teignmouth Devon.  
 Jun 17: Sailed Runcorn Cheshire for Porthmadog Wales.

Nov 09: Arrived Cardiff, light.  
 Nov 13: Sailed Cardiff for Aberaeron Wales.

**1897**

Jan 12: Sailed Porthmadog Wales for Bridgewater Somerset.  
 Mar 13: Arrived Newquay Wales from Milford Wales.  
 June 11: Put in at Plymouth Devon due to cargo fire (Appendix H).  
 Jul 01: Sailed Plymouth Devon after repairs for Llanelli Wales.  
 Jul 08: Sailed Llanelli Wales for Dublin, 100 tons coal.  
 Sep 17: Sailed Porthmadog Wales for Bridgewater Somerset.  
 Dec 21: Arrived Porthmadog Wales from Belfast.

**1898**

Feb 25: Arrived Dublin from Bridgewater Somerset.  
 Mar 10: Sailed Dublin for Westport Ireland, manure.  
 Apr 04: Arrived Littlehampton West Sussex from Porthmadog Wales.  
 Jun 06: Arrived Porthmadog Wales from Newhaven East Sussex.  
 Jun 18: Sailed Porthmadog Wales for Newhaven East Sussex.  
 Sep 05: Sailed Porthmadog Wales for Southampton.  
 Sep 23-28: Sailed Southampton for Porthmadog Wales.

**1899**

Mar 03-10: Sailed Porthmadog Wales for Cardiff.  
 Mar 16: Sailed Cardiff for Porthmadog Wales.  
 Apr 19: Arrived Bridgewater Somerset from Porthmadog Wales.  
 Jun 02-06: Sailed Porthmadog Wales for Newport Wales, slates.  
 Jun 12: Sailed Newport Wales for Ballinacurra Ireland, 100 tons coal.  
 Jul 23: Arrived Sharpness Gloucester from Porthmadog Wales.  
 Aug 02-08: Sailed Sharpness Gloucester for Dublin, slag.  
 Sep 16: Arrived Belfast from Porthmadog Wales.  
 Oct 07: Arrived Porthmadog Wales from Belfast.  
 Oct 19: Arrived Cardiff.  
 Oct 25-28: Sailed Cardiff for Porthmadog Wales.  
 Nov 22: Arrived Newport Wales from Porthmadog Wales, slates.  
 Nov 30: Sailed Newport Wales for Caernarfon Wales, 100 tons coal.

**1900**

Mar 16: Sailed Port Dinorwic Wales for Caernarfon Wales.  
 Apr 17: Arrived Newport Wales from Carmarthen, ballast.  
 April 20: Sailed Newport Wales for Cork Ireland, 100 tons coal.  
 May 09: Sailed Sharpness Gloucester for Waterford Ireland.  
 May 27: Arrived Aberdovey Wales from Waterford Ireland.  
 Jun 11-15: Sailed Aberdovey Wales for Sharpness Gloucester.  
 Jun 27-Jul 10: Sailed Sharpness Gloucester for Dublin, slag.  
 Jul 17: Sailed Dublin for Porthmadog Wales.  
 Oct 22: Arrived Bridgewater Somerset from Porthmadog Wales.

**1901**

Feb 14: Arrived Cardiff.  
 Feb 16: Sailed Cardiff for Carmarthen Wales.  
 Mar 09: Arrived Port Dinorwic Wales from Caernarfon Wales.  
 Mar 27-30: Arrived Sharpness Gloucester from Port Dinorwic Wales, 102 tons slates.  
 Apr 18: Sailed Sharpness Gloucester for Swansea Wales, 70 tons flour.  
 Apr 24: Sailed Swansea Wales for Llanidian Wales, 105 tons coal.  
 May 15: Arrived Belfast from Caernarfon Wales.  
 May 24: Arrived Dublin from Belfast.  
 Jul 15: Arrived Caernarfon Wales from Cardiff.  
 Aug 12: Arrived Londonderry from Caernarfon Wales, slates.

Aug 15: Sailed Londonderry for Porthmadog Wales, ballast.  
 Sep 17: Arrived Belfast from Porthmadog Wales.  
 Nov 14: Arrived Cardiff, light.  
 Nov 23: Sailed Cardiff for Carmarthen Wales.

**1902**

Apr 13: Arrived Cardiff.  
 Aug 31: Arrived Sharpness Gloucester from Port Dinorwic Wales, 100 tons slates and slabs.  
 Sep 13: Sailed Sharpness Gloucester for Waterford Ireland, 101 tons salt.

**1903**

Sep 04: Arrived Bristol from Porthmadog Wales.  
 Sep 12: Sailed Bristol for Cardiff.  
 Sep 16: Sailed Cardiff for Caernarfon Wales.

**1904**

Feb 28: Arrived Caernarfon Wales from Cardiff via Porthdinllaen Wales.  
 Mar 26: Arrived Cardiff from Caernarfon Wales.  
 Apr 15: Arrived Caernarfon Wales from Cardiff via Porthdinllaen Wales.  
 May 07-10: Sailed Caernarfon Wales for Poole Dorset.  
 May 18: Arrived Teignmouth Devon from Poole Dorset.  
 Jun 07: Arrived Dublin from Teignmouth Devon.  
 Jul 26: Arrived Porthmadog Wales from Newport Wales.  
 Sep 23: Arrived Newport Wales from Porthmadog Wales.  
 Oct 03: Sailed Newport Wales for Porthmadog Wales.  
 Nov 15-17: Sailed Cardiff for Caernarfon Wales, coal.

**1905**

May 29: Arrived Porthmadog Wales from Newport Wales.  
 Jul 11: Arrived Porthmadog Wales from Wexford Ireland.  
 Nov 23: Arrived Caernarfon Wales from Cardiff.  
 Dec 01: Arrived Port Dinorwic Wales from Caernarfon Wales.  
 Dec 21: Arrived Newport Wales from Port Dinorwic Wales.

**1906**

Jan 17: Sailed Newport Wales for Youghal, coal.  
 Jan 27: Ran aground on Dogger Bank entering Wexford Ireland Harbour Ireland (Appendix I).  
 Feb 07: Sailed Wexford Ireland for Porthmadog Wales.  
 Mar 17: Sailed Newport Wales for Wexford Ireland.  
 May 22: Arrived Wexford Ireland from Newport Wales.  
 Sep 01: Sailed Cardiff for Porthmadog Wales.  
 Oct 24-Nov 08: Sailed Cardiff for Caernarfon Wales.

**1907**

Mar 02: Arrived Swansea Wales from Caernarfon Wales.  
 Mar 21: Sailed Swansea Wales for Caernarfon Wales.  
 Apr 16: Arrived Swansea Wales from Port Dinorwic Wales.  
 Jun 07-28: Sailed Holyhead Wales for Bristol via Porthdinllaen Wales.  
 Jul 03: Sailed Bristol for Newport Wales.  
 Jul 16: Arrived Waterford Ireland from Newport Wales.  
 Aug 15: Sailed Sharpness Gloucester for Wexford Ireland, 99 tons salt.  
 Sep 03: Sailed Wexford Ireland for Aberdovey Wales.  
 Sep 13: Sailed Aberdovey Wales for Dublin.  
 Oct 04: Sailed Dublin for Porthmadog Wales.  
 Nov 19: Sailed Newport Wales for Cork Ireland.

**1908**

- Mar 06: Anchored at Arklow Ireland after losing sails. The Wicklow Lifeboat was in attendance (Appendix J). Cargo coal.
- Mar 19: Arrived Dublin from Swansea Wales.
- Apr 12: Sailed Dublin for Fishguard Wales.
- Apr 17: Sailed Fishguard Wales for Swansea Wales.
- May 16: Sailed Swansea Wales for Waterford Ireland.
- Jun 12: Sailed Waterford Ireland for Plymouth Devon.
- Jul 04-13: Sailed Teignmouth Devon for Weston Point Runcorn Cheshire.
- Sept 21: Sailed Porthmadog Wales for Teignmouth Devon.
- Sep 29-Oct 06: Sailed Teignmouth Devon for Cork Ireland.
- Nov 18: Arrived Newport Wales from Cork Ireland.
- Dec 26: Arrived Porthmadog Wales from Aberaeron Wales.

**1909**

- Mar 16: Sailed Cardiff for Aberaeron Wales.
- Jun 30: Arrived Waterford Ireland, cargo slate.
- Aug 16: Sailed Cardiff for Irvine Scotland.
- Sep 07: Sailed Irvine for Ballbriggan Ireland.
- Sep 21: Arrived Porthmadog Wales from Ballbriggan Ireland.
- Nov 04: Arrived Cardiff from Porthmadog Wales.
- Nov 16: Sailed Cardiff for Aberaeron Wales.
- Nov 30: Arrived Drogheda Ireland from Cardiff, coal.
- Dec 31: Sailed Drogheda Ireland for Porthmadog Wales.

**1910**

- Feb 20: Grounded during a storm at Abersoch Wales. Crew members rescued by the Abersoch Lifeboat (Appendix K).
- Mar 13: Arrived Cardiff from Porthmadog Wales.
- Jun 25: Sailed Dublin for Porthmadog Wales.
- Mar 23: Sailed Cardiff for Aberaeron Wales.
- May 12: Arrived Cardiff from Porthmadog Wales.
- Jun 02: Sailed Cardiff for Bridgewater Somerset.
- Jul 10: Arrived New Ross Ireland from Porthmadog Wales.
- Sep 06: Arrived Waterford Ireland from Cardiff.
- Oct 07-11: Sailed Porthmadog Wales for New Ross Ireland.
- Oct 17: Sailed New Ross Ireland for Porthmadog Wales.
- Dec 01: Arrived Cardiff from Porthmadog Wales.
- Dec 27: Arrived Campbeltown Scotland from Porthmadog Wales.

**1911**

No reports on Aeron Belle.

**1912**

- Mar 29: Arrived Cardiff from Porthmadog Wales, slates.
- Apr 30: Arrived Waterford Ireland from Cardiff.
- Jul 29: Sailed Wexford Ireland for Porthmadog Wales.

**1913**

- May 29: Sailed Cardiff for Fishguard Wales, 100 tons coal.
- Oct 10: Arrived Cardiff from Porthmadog Wales, slates.

From 1914 onwards there are no reports on the whereabouts of the Aeron Belle

## **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 Aeron Belle.

From the information gathered the schooner Aeron Belle was a very busy vessel during her life. Records show the Aeron Belle sailed predominately between Wales and Ireland although voyages to other ports around the U.K and France were made. Cargoes carried included raw materials, grains, salt and foods. A number of grounding incidences were documented as well as a fire on board and a collision.

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.

## 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: Aeron Belle

<https://coflein.gov.uk/en/site/240600?term=Aeron%20Belle>

<https://www.crewlist.org.uk/data/viewimages?data/viewimages>

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

[https://www.genuki.org.uk/big/wal/CGN/LlanddewiAber-Arth/Aberaeron\\_WalesCommunity](https://www.genuki.org.uk/big/wal/CGN/LlanddewiAber-Arth/Aberaeron_WalesCommunity)

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

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

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

<https://lifeboatmagazinearchive.rnli.org/search-results?searchterm=Aeron+Belle&page=1>

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

[https://www.waymarking.com/waymarks/WMCR2E\\_Ship\\_Makers\\_Memorial\\_Lon\\_Y\\_Hafen\\_Aberaeron\\_Wales\\_Ceredigion\\_Wales\\_UK](https://www.waymarking.com/waymarks/WMCR2E_Ship_Makers_Memorial_Lon_Y_Hafen_Aberaeron_Wales_Ceredigion_Wales_UK)

<https://www.wrecksite.eu/wreck.aspx?169282>

### 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.

### 9.3 Publications

Wreck and Recue on the Coast of Wales – The Lifeboats of Cardigan Bay and Anglesey – Henry Parry

**Appendices:**

**Appendix A: Appropriation Book Aug 1856, Aeron Belle**

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
15768	<i>Fanny Taylor</i>	<i>72</i>	"	"	<i>13</i>	"	<i>14</i>
15769	<i>Aeron Belle</i>	<i>45</i>	"	"	<i>14</i>	"	<i>16</i>
15770	<i>Ann &amp; Elizabeth</i>	<i>67</i>	"	"	<i>15</i>	"	<i>19</i>
15771	<i>Diligence</i>	<i>26</i>	"	"	<i>3</i>	<i>1851</i>	<i>6th presented</i>

**Appendix B: Lloyd's Registry 1857, Aeron Belle**

Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification	
			Where.	When.				No. Years first assigned.	Character for Hull & Stow.
1	Aeron Belle Sr	D. Evans	45	Abryn	1856	Evans	Abrayn	Car.Coaster	7 A 1
2	Lass Sr	J. Rees	80	Wales	1845	Rees & Co.	Abryrn	Car.Coaster	12 A 1
3	Maid Sr	Williams	76	Abryn	1849	Williams	Aberyst	Car.Coaster	12 A 1
4	Queen Sr	E. Will'ms	97	Abryn	1851	Williams	Abryrn	Car.Coaster	12 A 1
5	Vale Bg	J. Griffiths	129	Abryn	1848	Griffiths &	Abryrn	Car.Coaster	10 A 1

**Appendix C: Mercantile Navy List 1860, Aeron Belle**

ALPHABETICAL LIST OF BRITISH REGISTERED VESSELS.

Ade to Adm		Adm to Aer		Aer to Agn		Agn to Air	
Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.
21474	Adela, Belfast	3096	Admiral Cornwallis, Inver.	26150	Aerial, Shields	39556	Agnes, Bridgetown
40663	Adelaida, Belize	14770	Admiral Grenfell, Liverpool	11990	Aerial, Sunderland	1836	Agnes, Carnarvon
41698	Adelaida, Gibraltar	23754	Admiral Hood, Lynn	9101	Aerolite, Peterhead	5763	Agnes, Carnarvon
11192	Adelaide, Aberystwith	27377	Admiral Hope, Scarborough	406	Aerolyte, Liverpool	5027	Agnes, Colchester
37729	Adelaide, Arichat, C. B.	26283	Admiral Jervis, Hartlepool.	16130	Aeron, Cardigan	1736	Agnes, Dublin
38390	Adelaide, Arichat, C. B.	21368	Admiral Kanaris, London	15769	Aeron Belle, Aberystwith	1447	Agnes, Dumfries
19748	Adelaide, Belfast	33207	Admiral Lyons, Leith	9830	Aeron Lass, Aberystwith	16916	Agnes, Dumfries
18398	Adelaide, Bideford	22179	Admiral Miaulis, London	9863	Aeron Maid, Aberystwith	31557	Agnes, Dumfries
9681	Adelaide, Colchester	26235	Admiral Napier, London	13114	Aeron Queen, Aberystwith	14637	Agnes, Faversham
14644	Adelaide, Cork	21630	Admiral Napier, Wick	9119	Aetna, London	17302	Agnes, Folkstone
18304	Adelaide, Cork	16419	Admiral Nelson, Beaumaris	17422	Aetna, London	33618	Agnes, Gaspé
25656	Adelaide, Dartmouth	2928	Admiral Nelson, Guernsey	34773	Aetna, St. John, N. B.	5424	Agnes, Glasgow
13045	Adelaide, Drogheda	23794	Admiral Rodney, Lynn	26249	Affghan, Whitehaven	22775	Agnes, Glasgow
8845	Adelaide, Dublin	14854	Admiral Windham, Guerns.	10844	Affiance, Bridgewater	17634	Agnes, Grangemouth
35580	Adelaide, Dublin	33622	Admiral Gaspé	11	Affiance, Goole	3355	Agnes, Greenock

## Appendix D: Court Case on Robbery and Drunkenness of Captain Of Aeron Belle

**CARDIFF POLICE—FRIDAY.**

(Before the MAYOR, R. O. JONES, Esq., J. BIRD, Esq.,  
and Alderman DAVID.)

**ROBBING A DRUNKEN MAN.**—John Scott was charged with stealing £2 15s. from the person of David Evans. Prosecutor said he was the captain of the "Aeron Belle," now lying in the West Bute Dock.—The Clerk: Were you in Frederica-street last night?—Witness: I don't know.—Clerk: I suppose you were too drunk to know what you were doing.—Mr. Jones: All that he can state is, that he was too drunk to remember anything. Let him stand down.—P.C. John James deposed that shortly before midnight last night he saw Captain Evans sitting down in the roadway in Frederica-street, drunk. The prisoner stood by; he had Evans's cap in his hand, and went down the street with it. A girl called out to him to bring back the cap. He did so. Witness took the captain and the cap to the station-house. He then returned to Frederica-street, found the prisoner, searched him, and found an empty purse in his pocket, and no money about him. Prisoner said he had bought it last week in Bristol for 1s. 6d. Evans said it was his purse.—Evans, recalled, identified the purse produced as his. The clasp of it was broken. Last night at nine o'clock he had it in his pocket, with £2 15s. in it. He had left his ship that morning, with £3 2s. in his purse, and had a few glasses during the day, but was not drunk until nine o'clock p.m., when he last remembered counting his money.—Mary Harris, a girl of the town, living in Frederica-street, said that she saw Evans lying drunk in that street near midnight. The prisoner was asked by the neighbours to pick up the man, and in lifting him the prisoner put his hand into Evans's pocket, took out the purse, and put it into his own pocket. Witness told the constable James what she had seen, which led the latter to arrest the prisoner. There were three or four other persons standing close by, as well as prisoner.—The prisoner pleaded guilty of taking the purse, but denied that there was more than 2½d. in it. With this he took the witness Harris to a public-house, and treated her. This the girl admitted to be true. Prisoner was sentenced to two months' imprisonment.

**DRUNK.**—David Evans, the prosecutor in the last case, was then charged by the police with having been found drunk in the street. The Bench fined him 5s. and costs, and severely rebuked him for his conduct.

**Appendix E: Grounding Dublin Bay, Jan 19 1875****CASUALTIES.**

Wexford, Jan. 19.—A large brig is reported ashore at Point of Bannow, and is likely to be a total wreck.

San Francisco (by telegraph).—The Raspegadera, arrived here from Sunderland, took fire, and was scuttled to save hull.

Harlingen, Jan. 19.—The Hawk (s), from Hull to Harlingen, with a general cargo, has stranded at Vlieslot, and will become a total loss.

Falmouth, Jan. 19.—The Alice, from Pernambuco, with sugar, has arrived here leaky, and with loss of boats, galley, and jettison of part cargo.

Kingstown, Jan. 19.—The **Aeron Belle** (schooner), from Glendore to Greenock (alates), has stranded on the north side of Dublin Bay. Crew saved.

Rotterdam, Jan. 19.—The Hinda (German barque), Capt. Jacobseu, from Shields to Iquique, is stranded at Brouwershaven. Cargo will be lost. Crew saved.

**Dublin, 20th Jan —The **Aeron Belle**, reported yesterday ashore in this bay, is full of water, and likely to break up; cargo might be saved. Captain is expecting agent from Club at New Quay.**

**DUBLIN**, 6th Feb.—The **AERON BELLE**, from Glendore to Greenock, which went ashore, about 19th Jan., on the North side of this bay, was floated this morning, towed to the mouth of the river, and laid on the hard; it is hoped that she will soon be brought to a place where the balance of her cargo can be discharged.

**DUBLIN**, 8th Feb., 12.30 p.m.—The **AERON BELLE** was towed off Sutton strand to South bank of the Liffey, 6th Feb.

## Appendix F: Collision off St Dogmaels, Mar 01 1888

**YSTWYTH.** — *St. Dogmaels*, March 1, 2 5 p.m.—  
Schooner Ystwyth, in collision with Ayrion (? **Aeron**  
Belle), off Mount this morning, put into Cardigan Bay with  
headgear and bulwarks gone.

**YSTWYTH.**—Report of David Thomas, master of the fore and aft schooner Ystwyth, of Aberystwith, 63 tons, from Porthcawl, Feb. 18, at 10 a.m., for Aberystwith, with 95 tons coal:—Proceeded without any material occurrence (having been in Milford Haven windbound) until 1st inst. On that day, at 4 30 a.m., tide being low water, weather clear, with snow squalls, wind E.N.E., blowing a strong breeze, with a rough sea from the eastward, the vessel was beating to windward under full sail, in company with the **Aeron** Belle, of Aberystwith, off Aberporth, in Cardigan Bay. Both vessels were on the starboard tack, the **Aeron** Belle being to windward, but she had reached and crossed deponent's bows. When a short distance to leeward on the port bow the **Aeron** Belle was observed to have put about on the port tack, the port red light visible, but in a few minutes the green light came in sight. Deponent seeing that a collision was inevitable put helm hard a-port, the other vessel starboarding, but she came right into deponent's vessel, striking forward on the port bow, carrying away jibboom and head-gear, and as her head fell off the starboard quarter came in contact abaft the main-rigging, carrying away rail, bulwarks, and stanchions. Deponent bore up for Cardigan, and brought up at Pwllcam, inside the bar, about 9 30 a.m. The colliding vessel proceeded without rendering or offering any assistance, had it been required,—Cardigan, March 1.

**Appendix G: Accidental Drowning at Aberaeron Harbour, Dec 05 1888**

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**SAD CASE OF DROWNING AT  
ABERAYRON.**

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On Tuesday morning the body of a young lad named William Lloyd, son of Mrs. Hannah Lloyd, a widow residing at Masons'-row, Aberayron, was found on the beach near the town. He was last seen about seven o'clock on Monday night on board the schooner Aeron Belle in the harbour, and it is presumed that he fell over the quays some time in the evening. Judging from the condition of his face, which was much bruised, he must have been stunned by the fall.

**Appendix H: Fire onboard Aeron Belle, Jun 11 1897**

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**SHIPPING DISASTERS.**

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**WELSH SCHOONER ON FIRE AT  
PLYMOUTH.**

On Thursday evening it was discovered that the schooner Aeron Belle, of Aberystwith, bound from Southampton to Llanelli (Captain Davies), with a cargo of bog ore, a substitute for the small coal used in gasworks, was on fire. The vessel was towed into the Cattle-water by the Government tug, where the tug Reindeer (Captain Andrews) was in readiness with fire-hose to pump water into her. She was boarded by the water police, but no further assistance was required. It is supposed that the fire is due to the cargo becoming overheated.

## Appendix I: Grounding at Dogger Bank Wexford Ireland, Jan 29 1906

### MARITIME INTELLIGENCE.

**AERON BELLE.** — *Wexford, Jan. 29.* — The schooner *Aeron Belle*, from Newport, with coal, took the ground on the South Dogger Jan. 27, and jettisoned some 15 tons cargo, but did not float. As the wind increased and the seas were washing over her the crew were taken off by the lifeboat and placed on board the *Christina*, of Milford, which was in smooth water. Yesterday the crew proceeded in the lifeboat to the *Aeron Belle*, which had blown off Bank, but the tug picked her up and towed her in here, the crew arriving on foot. She makes a little water.—[See issue of Jan. 30]

### SENSATIONS AT WEXFORD HARBOUR. FIVE VESSELS AND A STEAMSHIP AGROUND.

Within recent times the entrance to the Wexford Harbour has gained an unenviable notoriety for untoward occurrences, one of the latest and most impressive emphasis of this fact being the grounding of the Waterford Steamship Company's *Minopia* over a week ago in the bar, owing, it is thought, to exceptionally bad weather, low tides, and the suspension, latterly, of dredging operations. Following rapidly on this circumstances comes the intelligence of the grounding on the Dogger Bank on Saturday morning of other vessels. Shortly before dawn on Saturday four vessels going for the bar ran on the sands, but in no instance, fortunately, was the incident attended by loss of life, serious injury, or damage to property. The vessels were the schooner *Barbara Moy*, with a cargo of coals from Newport to Wexford; the schooner *Aeron Belle*, with a similar cargo from the same port, and for the same destination; the ketch *Christina*, from Plymouth, laden with manure, and the ketch *Kitch* also with manure from Plymouth, the cargo in both cases being consigned to an Enniscorthy trader. None of the vessels belonged to Wexford port. It appears that it was the intention of the captains to reach the bar, secure towage, and be berthed before daylight. They proceeded too far, and all four went aground on the Dogger Bank. This uniformity in misfortune would appear to be accounted for by the fact that the first vessel had a pilot, and that the other three were content to follow in her wake. Two of the vessels were abandoned by their crews; one was got off during the course of Saturday; two were released by the tug boat on Monday, and one of the ketches is, at the time of writing, still outside.

The *ss. Lady Belle*, a vessel trading between Liverpool and Wexford for a bacon company, ran aground on the same spot on Sunday morning, and on Monday was still unreleased. The tugboat, which rendered invaluable assistance in getting off the others, was at first unable to go to her aid, but her subsequent services proved of no avail, and she continues in her helpless plight.

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stand by him and if possible save the vessel. The schooner's crew were completely exhausted and could render no assistance, but as the wind had changed to N.W. and the tide was flowing, the Life-boatmen, with the help of the vessel's remaining anchor, were able to float her. The steamer was then engaged to tow her into harbour and two ropes having been passed by the Life-boat, Campbelltown was reached about 10 P.M.

WEXFORD, CO. WEXFORD.—During a S.W. gale on the 27th January, signals of distress were shown by the ketch *Christine*, of Milford, which had stranded on the Dogger Bank. The crew of the Life-boat *James Stevens No. 15* were at once assembled, but before they had boarded the Life-boat, the Captain of the ketch came ashore in his own boat and engaged the crew to save his vessel. At 11.15 A.M. they proceeded to the schooner, and laid out two anchors. They then commenced to jettison the cargo and continued the salvage operations all day. About 10 P.M., whilst so engaged, signals of distress were seen from two other vessels also aground on the bank. The Life-boat immediately left the schooner and proceeded to their assistance. The wind by now was blowing a strong gale, and the night was very dark. The boat was anchored and veered down to the nearer vessel, which proved to be the schooner *Aeron Belle*, bound from Newport, Monmouth, to Wexford, with a cargo of coal. With difficulty the crew of seven men were rescued, and then the boat made for the other vessel—the ketch *Ketch*, of Ayr, inward bound from Plymouth. To rescue her crew also presented considerable difficulty and some danger; the vessel lay stern to wind and it was necessary to take the men over the bow owing to the shallow water alongside and at the stern. In doing this the stern of the Life-boat was damaged by the vessel's anchor, which was on her bow. The heavy sea breaking on the star-board side washed heavily round the bows, rendering the operation very hazardous. Having accomplished their task the Life-boat returned to the *Christine*, and anchored until daylight.

About that time the wind veered more to westward and the *Christine* was floated, whereupon the Life-boat returned ashore and landed the rescued men.

GORLESTON, SUFFOLK; CAISTER, WINTERTON, PALLING, AND CROMER, NORFOLK.—In the early hours of 29th January, the s.s. *Newburn* of Newcastle, which is a big steamer of more than 3,000 tons, ran aground on the southern end of the Hasboro' Sands and remained fast. She was at the time on a voyage from the Tyne to Genoa, with a cargo of 4,700 tons of coal, and carried twenty-seven hands. About 7.50 A.M. she was observed at Palling, and the No. 2 Life-boat *Hearts of Oak* proceeded to her, followed shortly afterwards by the Winterton No. 2 Life-boat *Margaret*. The Life-boatmen were at once engaged, and commenced as soon as possible to jettison the cargo. In the meantime tugs came upon the scene, but in spite of all efforts the vessel remained fast. Next morning the Winterton No. 1 Life-boat *Edward Birkbeck*, with more beachmen, arrived to relieve the crew of the *Margaret*, and the steam Life-boat at Gorleston, *James Stevens No. 3*, proceeded at the request of Lloyd's agent, to the steamer with additional help. Meanwhile the Palling No. 1 Life-boat, 54th *West Norfolk Regiment*, had come out with more beachmen, and the salvage work was continued until the 2nd February, the men working in gangs and being relieved when necessary. The number of men working on the endangered vessel being very large, the Caister and Cromer Life-boats, *Covent Garden* and *Louisa Heartwell*, were also engaged to stand by in case their services should be required, but fortunately on the 2nd February about midday the tugs succeeded in towing the vessel clear and took her to safe anchorage. During the service, which lasted five days, the weather was from moderate to rough and the westerly wind was strong.

FLAMBORO', YORKSHIRE.—At 2 P.M. on the 2nd February it was necessary to launch the No. 1 Life-boat *Forester*, to assist four of the fishing cobs, which were at sea, the weather having become very rough, with a N.N.W. gale and

**Appendix J: Rescue by Wicklow Lifeboat, Mar 06 1908****GALLANT RESCUE BY THE LIFE-BOAT.**

On Saturday the Wicklow lifeboat returned, after a trying experience during the previous day and night in saving from shipwreck the schooner *Aeron Belle* (James Davis, captain), bound from Swansea to Dublin with a cargo of coal. On Friday morning the *Aeron Belle* hoisted signals of distress, and the lifeboat put immediately to the rescue, although that was the third time the men had braved the terrors of the sea during the previous twelve hours.

The distressed schooner was overhauled at a point a few miles south of Wicklow Head, and was then in a very helpless condition. The heavy seas were washing over her, and her crew of three men were completely exhausted, and unable to battle further against the fierce gale that was then raging. The captain was practically disabled owing to a boom having fallen upon him, and all hopes of saving either crew or ship were about being given up when the lifeboat hove in sight.

After a great struggle the lifeboat came alongside, and putting seven of the men on board the schooner, they managed to bring her safe into Arklow Bay. The vessel's sails were torn to shreds, her sides damaged, and gear disabled, but the lifeboat men were on Saturday morning able to bend on some spare sails and bring her safely into Wicklow harbour, where she at present lies.

WICKLOW, CO. WICKLOW.—Shortly before 1 A.M. on the 6th March, it was reported that a vessel about a mile to the north of the harbour was making signals of distress. There was a strong S.S.E. gale at the time and the sea was very heavy. With great promptness the Life-boat *Robert Theophilus Garden* was launched, being in the water within fifteen minutes of the first intimation of the wreck being received. On reaching the vessel, which proved to be the schooner *J. H. Barrow*, of Lancaster, the Life-boat experienced considerable difficulty in rescuing the crew of four hands who were in an exhausted condition. It was however accomplished, and after some hard work due to the wind blowing straight out of harbour, the rescued men were safely landed.

At 9.20 A.M. the same day the Life-boat was again launched to a vessel in distress off the Head, the wind having changed to N.N.W. and increased to a strong gale. In her first attempt to get out of harbour the Life-boat was unsuccessful and damaged her stem, the second attempt she cleared the pier and stood for the vessel—the schooner *Aeron Belle*, of Aberystwith, bound from Swansea to Dublin with coal—which in the storm had had sails, gear, and part of her bulwarks carried away. On reaching her it was found that the sea was much too heavy for anyone to board her, the Life-boat therefore guided her by signals into smoother water and four men were placed on board. At the request of the Master they took charge of her and got her to an anchorage in the Bay off Arklow about 1 P.M. As it was not possible for the Life-boat to get back to Wicklow she put into Arklow, leaving the four Life-boatmen and vessel's crew of four men on board, the weather having moderated. At about 5.15 in the afternoon the weather came on very bad again, and the men made signals of distress. The remainder of the crew and the Honorary Secretary, who had proceeded to Arklow, at once put off in the Life-boat and found all on board anxious to leave. Owing to the heavy seas and the rolling of the vessel great difficulty was experienced in taking the men into the Life-boat, especially the Master who was almost

helpless, he having had his ribs injured and head cut during the previous night. When it was accomplished they were conveyed to Arklow and landed, the Life-boat remaining there for the night.

ST. IVES, CORNWALL.—During a heavy W.S.W. gale signals of distress were seen at 2.20 A.M. on the 6th March from a vessel in close proximity to the "stones." The Life-boat *James Sterens No. 10* was promptly launched and with some difficulty, owing to the force of the wind and set of the tide, rescued the crew of three hands. The vessel was the ketch *Charles Francis* of Scilly, bound from Newport to St. Mary's with a cargo of coal. After the crew had been rescued she parted her cables and was swept ashore near Portreath, where she became a total wreck.

NEWHAVEN, SUSSEX.—The s.s. *Trouville* of Newhaven got broadside on to the bar outside Newhaven Harbour on the 6th March, during a S. by W. gale and very heavy sea, whilst bound from Caen with a cargo. The crew of the motor Life-boat were assembled promptly, and as it was seen that the steamer was drifting ashore, the boat was launched and proceeded to her. At the request of the Captain a line was taken from the distressed vessel to a tug and the Life-boat then stood by until she was towed off. The weather was exceptionally bad, but both the boat and the motor were reported to have behaved splendidly.

SKERRIES, CO. DUBLIN.—At about 9 A.M. on the 6th March during a strong N.E. gale signals of distress were observed from the brigantine *Walter J. Cummins*, of Irvine, which was at anchor about one-and-a-half miles to the north-east of the harbour. The crew of the Life-boat *William Maynard* were assembled with all haste and the boat proceeded to the brigantine. They found her in a very dangerous position in a heavy cross sea and promptly rescued the five men on board who were landed in safety at 11.45 A.M.

TENBY, PEMBROKESHIRE.—About 3.30 P.M. on the 6th March a ketch was

## Appendix K: Rescue by Abersoch Lifeboat, Feb 20 1910

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THE LIFE-BOAT.

[1ST NOVEMBER, 1910.]

commenced to drift. When she had drifted about a mile the stream anchor was let go and to the surprise of everybody held. In the meanwhile the Life-boat *Oldham* had been launched in a very heavy sea and on reaching the ketch took off the crew of four hands. She then returned to an anchorage near the boat-house, as it was impossible to land at low water in the heavy sea. At 3.15 A.M. next morning when the Life-boat was at anchor with the four rescued men on board, signals were observed from the schooner *Aeron Belle*, of Aberystwith, which had parted one of her cables and was riding very heavily. The Life-boat at once proceeded to the schooner and rescued the three men on board. At 7 A.M. both the rescued crews were landed by means of a cantilever and basket specially provided at this Station, as they were all in an exhausted condition; the boat being left at moorings until the weather moderated.

TENBY, PEMBROKESHIRE.—At about 12.15 on the morning of the 21st February the schooner *Ellen*, of Arklow, when at anchor in the Caldy Roads, commenced to drift and was in danger of driving ashore. There was a whole gale blowing, veering from S.W. to W.N.W., with a very heavy breaking sea. In response to the vessel's signals of distress, the Life-boat *William and Mary Devey*, which lay at moorings in the harbour was got ready for sea, and as soon as there was sufficient water for her to get out of harbour she proceeded to the schooner and rescued the three men on board. The Life-boat then went on to the schooner *John and Margaret*, of Carnarvon, also in danger, and rescued her crew of four hands, returning to her station at 3 A.M. Both the vessels were laden with coal, outward bound from Swansea and Cardiff respectively.

RAMSGATE AND WALMER, KENT.—The S.S. *Brinkburn*, of London, with twenty-two men on board, whilst bound from Antwerp to Cardiff in ballast on the 24th February, stranded on the Goodwin Sands near the S.E. buoy. The weather at the time was threatening, and the *Charles and Susanna Stephens*

and *Civil Service No. 4* Life-boats were sent to the vessel's assistance. The steamer was almost dry and the captain at once engaged the Life-boatmen to try and save her. An anchor was run out with a hundred fathoms of wire hawser and other rope attached. The weather had now become very bad, a hard southerly gale blowing and very heavy sea, but fortunately on the rising tide the vessel was got clear and anchored. With the heavy sea running the Ramsgate Life-boat, with only four men in her, broke adrift, and the men knowing she was no longer required made for Ramsgate. The remainder of the Life-boat crew were taken off the steamer by the Walmer Life-boat, one man falling overboard and narrowly escaping from being drowned.

FILEY, YORKSHIRE.—The Life-boat *Hollon the Third* was launched at 9.15 A.M. on the 24th February to the assistance of the cobsles *Marguerite* and *Isabel and Rita*, which were overtaken by rough weather when to the north of the Brig. The E.S.E. wind caused the sea to rise very much and the men on board were placed in considerable danger. The Life-boat proceeded to their aid with all possible haste and supplied each of the men with a life-belt and accompanied both cobsles into safety.

MONTROSE, FORFARSHIRE.—The paddle steamer *Mabel*, of Newcastle, whilst bound from North Shields to Cork in ballast, stranded on the Annat Bank off Montrose on the morning of the 24th February. There was a strong S.S.E. breeze at the time with a heavy sea, and the No. 1 Life-boat *Sarah Jane Turner* experienced considerable difficulty in getting to the steamer on account of the shallow water on the bank. The Life-boat remained alongside whilst the crew got some of their belongings and then took them ashore, arriving at 9.30 A.M.

DUNGENESS, KENT.—At 3.40 A.M. on the 25th February the Coastguard watchman reported that he had seen signals of distress in the direction of the Newcombe Bank. The crew of the

## Appendix L: Ship Makers Memorial, Lon Y Hafen, Aberaeron Wales



### Long Description:

A memorial to those ship builders and the ships they made on the South bank of the Aeron near the harbour in Aberaeron Wales.

The sign reads (in English and Welsh):-

The ships known to have been built in Aberaeron Wales between 1793 and 1883 by the shipbuilders

John Harries, Henry Harries, John Harries Jnr, Evans Jones, David Jones, Owen James

-Brig-

Aeron Vale, Feronia, Killia Lass, Lima, Star of Wales, Williama Mary, Xanthippe

-Brigantine-

Henry and Dora, Madone, Marla Anna, Mountain Lass, Oronsa

-Ketch-

Cadwgan

-Schooner-

Aeronian, Aeron Belle, Aeron Maid, Aeron Queen, Alicia, Arica, Camden, Candor, Catherine and Jane, Catherine Anne, Dewi Lass, Economy, Edward John, Gambia, Ganges, Glynaeron, Gowerian, Gwalia, John & Henry, John Pierce, Letitia, Lima, Lively Lass, Magdalen Esther, Mantura, Margaret, Ontario, Pandora. President 1835, Prudence, Puella, Urania, Viscata,

-Smack-

Albatross, All Right, Andes, Brothers, Dematian Lass, Ella, Farmers Lass, Friends, Jane 1861, Jane 1868, Martha Jane, Ocean, Orion, True Bess

-Sloop-

Active, Adventure, Albion 1820, Albion 1827, Betsey, Charles, Diligence 1808, Diligence 1835, Fair Hope, Favorite, Fly, Hannah, Hopewell, Martinet, Mary, Mary Ann, Morning Star, Ospray, Pacific, President 1814, Pyrenea, Resolution, Rover, Victoria

Their names are in our history