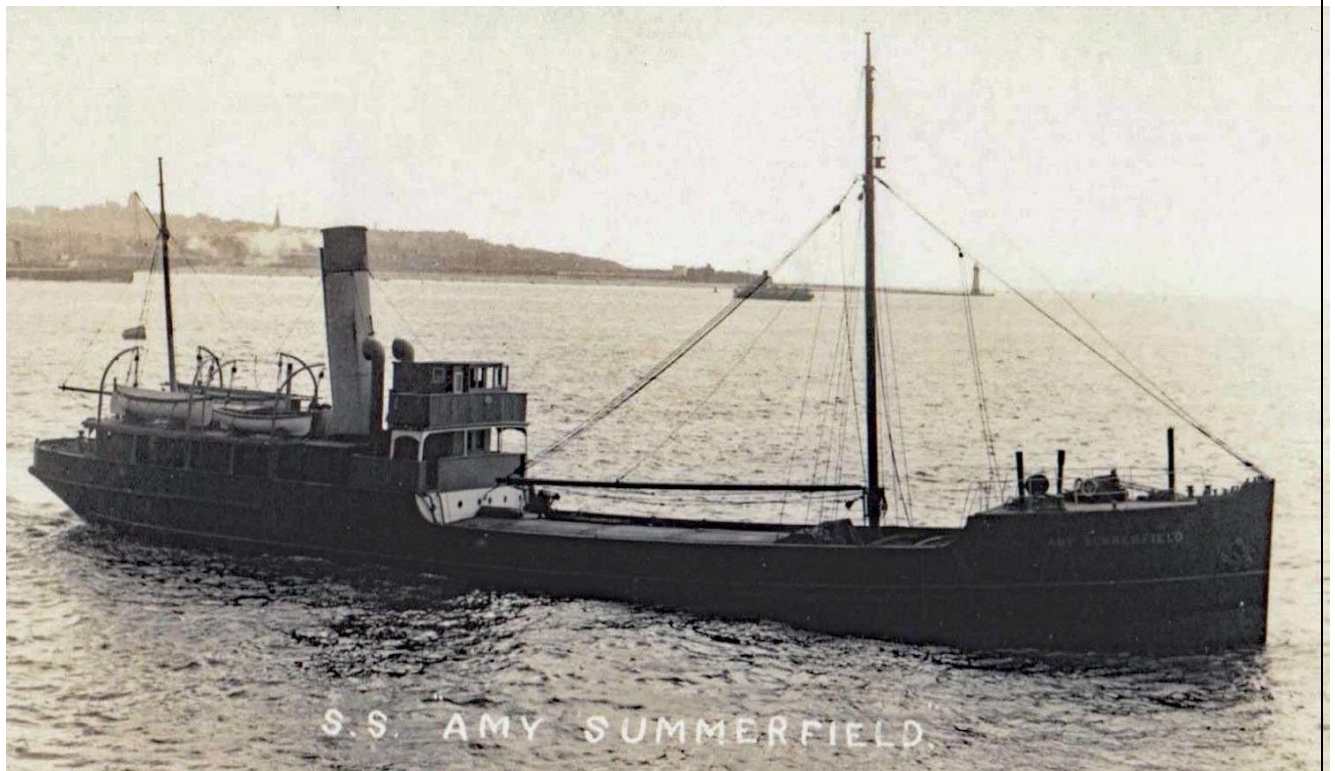


**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
SS Amy Summerfield**



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

Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
*SS Amy Summerfield***

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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 and sinking of the SS Amy Summerfield at Llighfaen Pier, Port Rivals, Caernarfonshire in March 1951, (MADU Ref. No number).

The SS Amy Summerfield was a small coastal cargo steamship built in Southampton and commissioned in 1921. The SS Amy Summerfield sailed largely in the Irish Sea. In March 1951 she ran aground at Llighfaen Pier, Port Rivals, Caernarfonshire (Fig 1). After being partly salvaged the SS Amy Summerfield remains a partial wreck on the beach (Appendix J, K).

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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 Nautical Archaeology Society (Regional co-ordinator for Wales)

2.5 Abbreviations

MADU Malvern Archaeological Diving Unit

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3.0 Introduction

The SS Amy Summerfield was picked as:

- it covered a period of sea history from post WW1 to post WW2.
- other ships I had researched were larger cargo ships that had plied international routes and been involved in convoy duties during WW2. The SS Amy Summerfield was a much smaller coastal cargo ship that sailed predominately between ports on the Irish Sea.
- 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?
- What was the story leading up to the wreckage?
- What caused the wreckage?
- What happened after the wrecking? Has anyone previously investigated or researched the vessel back story?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

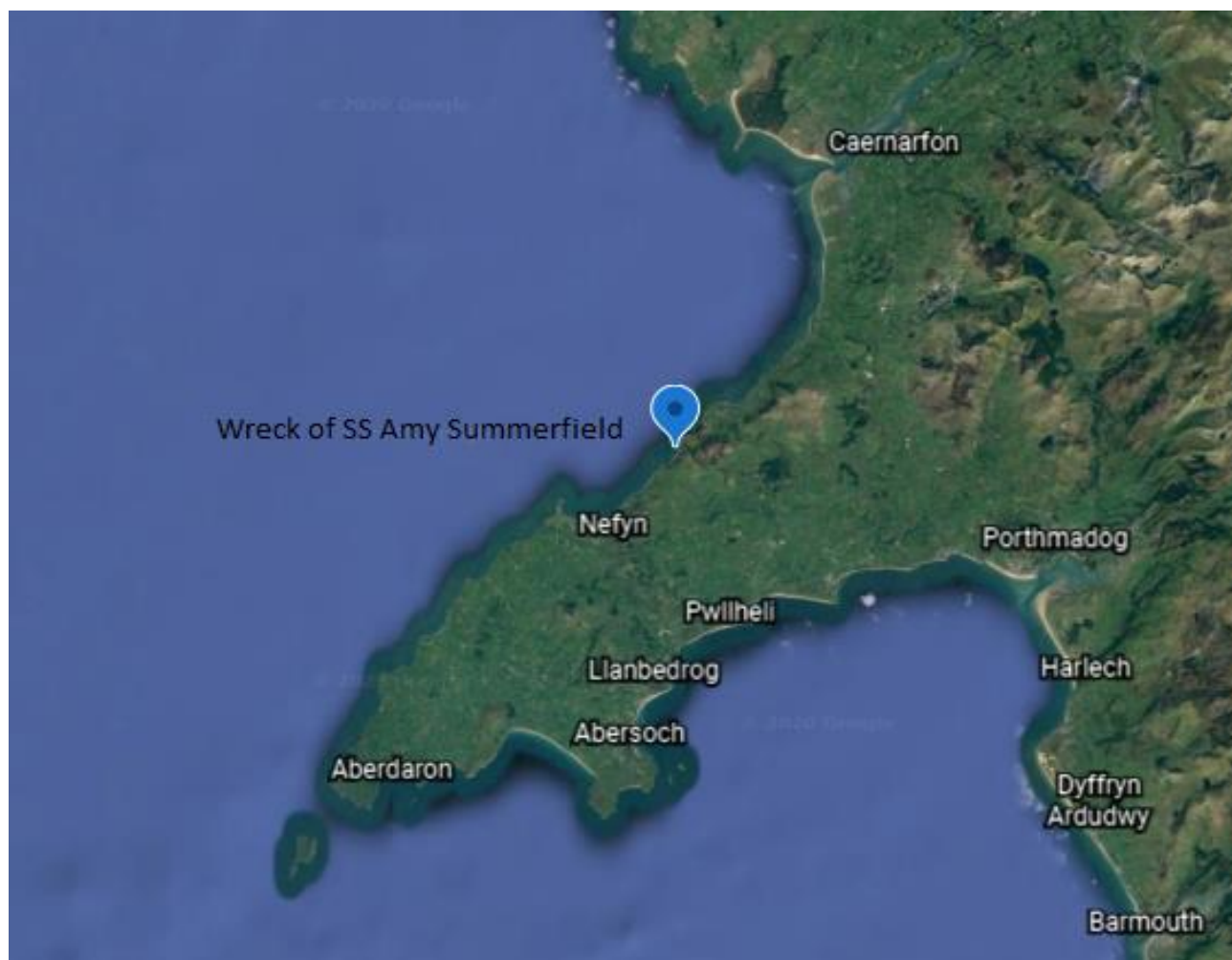
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
	23/03/1951	Amy Summerfield		Nant Gwrtheyrn		Steamship	Stl	rh

On March 23 1951, the SS Amy Summerfield was sailing to Llighfaen Pier, Port Rivals, Caernarfonshire to pick up a cargo of stone when it ran into the pier and grounded (Fig 1). Due to the damage it was sold and scrapped on the beach (See Appendix C). Part of the wreckage still remains on the beach.

Fig 1: Location of Llighfaen Pier, Port Rivals, Caernarfonshire



5.0 Research Methodology

Computer System

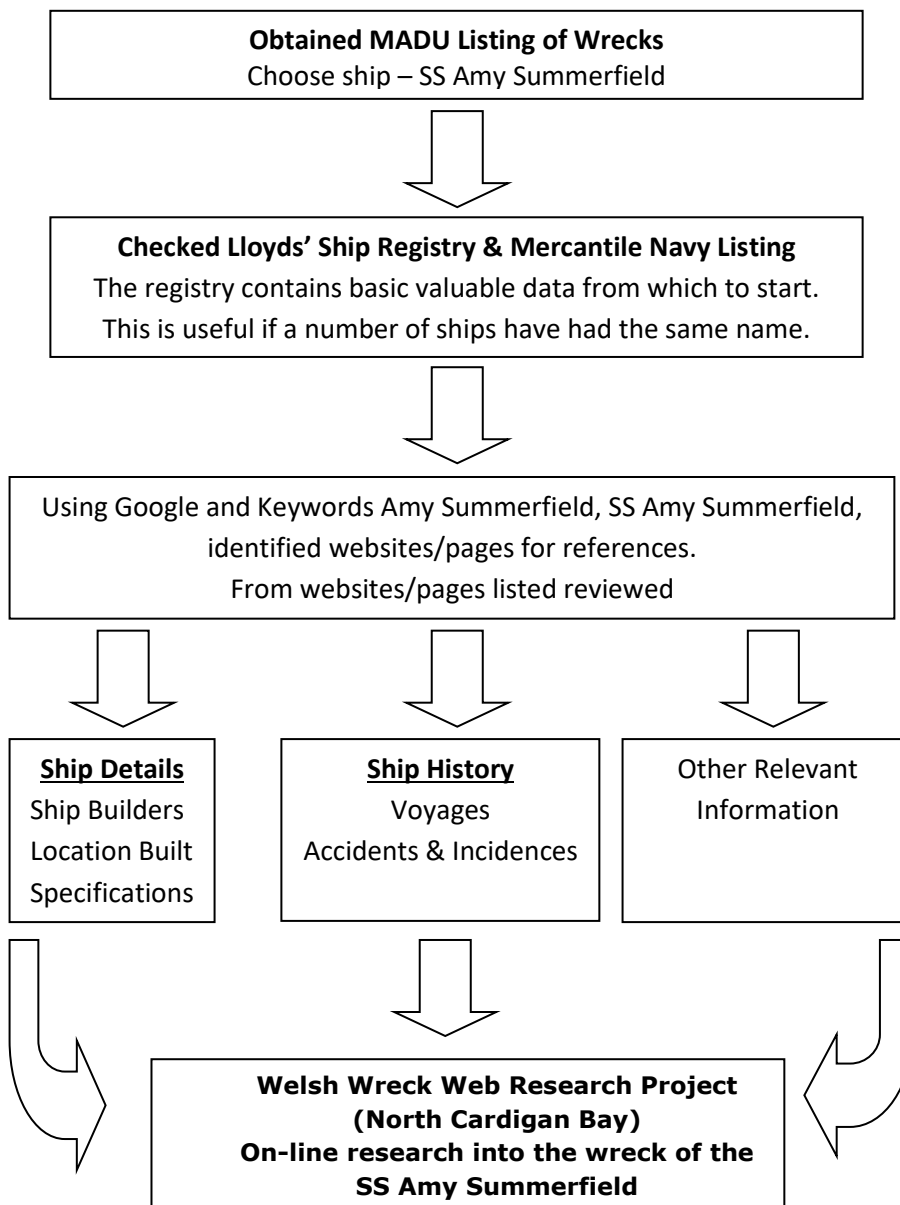
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: SS Amy Summerfield Specification and History

Vessel	Name/s	Amy Summerfield		
	Type	Steamship		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: 11/01/1921		
		Delivered: 07/03/1921		
		Cost: N/A		
	Builder	Day, Summers & Co. Ltd., Northam, Southampton, Yard# 187		
Construction	Materials	Steel		
	Decks	1 x deck / 2 x masts: q.deck 47ft / b.deck 9ft / f.castle 27ft		
	Bulkheads	N/A		
Propulsion	Type	Engine, Steam		
	Details	1 x screw		
Engine	Details	C2cyl, engine aft		
		19, 38 x 30in		
		HP: 60		
		Manufacturer: Day, Summers & Co. Ltd.		
	Boilers	N/A		
Drive	Type	Propeller		
	Number	1		
Dimensions	Length	143ft	2 ins	43.6 m
	Beam	25ft	1 ins	7.6 m
	Draught	11ft	6 ins	3.5 m
Tonnage	Gross	407		
	Net	159		
Owner	First	Summerfield S.S. Co. Ltd., Liverpool		
	1921	Liverpool, England		
	Last	Zillah Shipping & Carrying Co. Ltd. - W. A. Savage Ltd.		
	1928	Liverpool, England		
	Others	None		
Registry	Port	Liverpool		
	Flag	GBR		
	Number	143718		
	Call Sign	K.H.T.D. M.K.P.F from 1934		
History	Routes	Predominately Irish Sea		
	Cargo	Coal, stone, chipping, china clay, cement, scrap iron, sugar		
Final Voyage	From	Liverpool, England,		
	To	Llighfaen Pier, Port Rivals, Caernarfonshire		
	Captain	Hughes		
	Crew	9		
	Passengers	None		
	Cargo	No Cargo		
Wrecking	Date	23/03/1951		
	Location	Llighfaen Pier, Port Rivals, Caernarfonshire		
	Cause	Drifted into pier after ropes became entangled in propeller		
	Loss of life	0		
	Outcome	Wrecked, partly salvaged		

7.0 Analysis

- Built 1921 in Southampton by Day, Summers & Co. Ltd. for Summerfield S.S. Co. Ltd., Liverpool (See Appendix A, B, D)
- Official #: 143718; Call Sign; K.H.T.D.
- SS Amy Summerfield was the third ship of the Summerfield Steamship Company.
- Sailed predominately between ports in the Irish Sea. Main ports were Dublin, Liverpool and Preston.
- Main cargo to Ireland was coal while other cargos were picked up on the return trips to Liverpool.
- In Jan 1923, the SS Amy Summerfield enroute to Waterford in Ireland sighted the abandoned schooner Four Brothers off the Great Orme. It was decided to tow her back to Liverpool and after 3 crew members of the SS Amy Summerfield had been put aboard to steer and pump the schooner out, the schooner was taken into Llandudno Bay. Overnight the schooner was pumped out sufficiently to be towed to Liverpool. While near the Mersey Bar, the schooner took a bad sheer and keeled over. The 3 men onboard were thrown into the sea and a boat from the SS Amy Summerfield launched to try and save the men. Of the three crewmen only one was saved (Appendix E).
- In Jan 1927 the Summerfield Steamship Company was wound up and the SS Amy Summerfield was sold to Zillah Shipping and Carrying Company.
- The SS Amy Summerfield is mentioned in a number of accidents found in newspaper articles:
 - Nov 11th 1935, whilst stone chippings were being offloaded, a worker slipped and stuck out his hand which got stuck in the crane grab. The accident resulted in the victim suffering 4 fractured fingers, one of which was amputated later. The victim was awarded £485 damages.
 - Mar 23rd 1949, the SS Amy Summerfield collided with the Pass of Ling in the Ribble Estuary in dense fog. No one was injured.
- On Mar 23rd 1951, the SS Amy Summerfield approached the pier at Llighfaen Pier, Port Rivals, Caernarfonshire to pick up a cargo of stones. Due to the poor weather conditions the SS Amy Summerfield had returned to Liverpool twice without the cargo but was sent back a third time to pick up the cargo.
- While trying to pass a line to the gang on the jetty the mooring line became entangled in the prop and with no propulsion the SS Amy Summerfield was blown on to the beach with her stern embedded into the jetty (Appendix F, G, H, I).
- After inspecting her, the insurance company decided that the damage was too severe and the cost of getting her off the beach, and re-floating her, would be more than she was worth, so she was put up for sale and within a few days a scrap dealer from Harlech, William Williams bought her.
- The plan was to repair the SS Amy Summerfield and tow her to Port Dinorwig for scrapping. However it was realised that the SS Amy Summerfield could not be repaired for sailing and would have to be scrapped on the beach.
- The owners of the quarry 'Crofts Co' wanted her moved as soon as possible as no ships could come alongside to load. Also there were fears that if westerly winds came up the SS Summerfield would batter the jetty causing severe damage.
- As there was sufficient coal left in her bunkers, it was decided to flash up her boilers, so that they could get steam to her windlass. Large ropes were used to drag the SS Amy Summerfield further along the beach, and out of the way. The next problem was how to remove the tons of steel from the wreckage with the only access was through the village of Nant Gwrtheyrn itself via the steep and winding road that lead up from the village.

- William Williams bought a number of multi terrain vehicles from the Army who were selling and the SS Amy Summerfield was dismantled and removed. However not all of it was removed and evidence of the wreckage is still visible on the beach at Nant Gwrtheyrn (Appendix J, K).
- A reference from <https://coflein.gov.uk/> states the outline of the hull of a steel vessel protrudes 0.45m above the level of the beach. The wreck's approximate length is 80ft (24.4m) and breadth 20ft (6.1m).

Map Reference SH34SW; **Grid Reference** SH3437844289

8.0 Conclusions & Recommendations

The project took approximately 2 working days with half of that time spent on on-line research.

I set out with the goal of researching the history of the SS Amy Summerfield with basic information provided. Reading the report here, I believe I have collated sufficient information on the history of the SS Amy Summerfield from when it was built to her wrecking at Llighfaen Pier, Port Rivals, Caernarfonshire.

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.

The SS Amy Summerfield was quite well documented and newspaper archives were 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 minor discrepancies observed. One major discrepancy observed was that the SS Amy Summerfield was described as the ship that keeled over in Jan 1923 while being towed. In fact it was the ship being towed "Four Brothers" that keeled over and that the two persons who lost their lives were actually crew members of the SS Amy Summerfield who had been transferred to the Four Brothers (See Appendix D).

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.

The SS Amy Summerfield appears to have been a very active ship sailing between ports on the Irish Sea but also to London.

Pictures shown in the Appendices to this report show some wreckage still on the beach although no recent photos were found.

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: SS Amy Summerfield; Years 1921-1951

<https://coflein.gov.uk/en/site/271664/details/amy-summerfield>

<https://www.crewlist.org.uk/data/viewimages?name=Amy+Summerfield&year=1923&steamsail=Steam&submit=Enter>

<https://www.geograph.org.uk/related.php?id=1564433>

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

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

<https://liverpoolnauticalresearchsociety.org/wp-content/uploads/2019/03/Bulletin-Vol-36-1992.pdf>

http://www.rhiw.com/y_mor/shipwrecks/amy_summerfield/amy_summerfield.htm

http://www.rhiw.com/y_mor/porth_ysgo_ships/porth_ysgo_ships.htm

http://shippingandshipbuilding.uk/view.php?year_built=&builder=&ref=203849&vessel=AMY+SUMMERFIELD

https://southampton.spydus.co.uk/cgi-bin/spydus.exe/ENQ/WPAC/BIBENQ?ENTRY=amy+summerfield+%3A+lloyd%27s+register+of+ships&ENTRY_NAME=BS&ENTRY_TYPE=K&SORTS=SQL_REL_BIB&GQ=&NRECS=28&QRY=&QRYTEXT=

<https://www.wrecksite.eu/wreck.aspx?259372>

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: Mercantile Navy Listing 1923, SS Amy Summerfield

Official No.	Name of Ship.	International Code Signal (if any).	Port and Year of Registry.	Where and When Built.	Material.	Dimensions.			Registered Tonnage.		Horse Power of Engines.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
						Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
111916 143718	Amy Amy Summerfield	K.H.T.D	Toronto, Ont., 1901 Liverpool, 1921	Cornwall, Ont. 1901 Southampton 1921	W. S.	55 2 143 2	15 7 25 1	7 2 11 6	27 159	40 407	10 60	W. J. Poupore Co., Lim., 400, McGill Buildings, Summerfield Steamship Co., Lim., 14, Tithe- barn Street, Liverpool. <i>Samuel Summerfield, same address.</i>

Appendix B: Lloyd's Registry 1930, SS Amy Summerfield

1930-31 LLOYD'S REGISTER. STEAMERS & MOTORSHIPS. AMY=ANC

1 No. in Book.	2 Steamer's Name, Material, Rig, &c.	3 Gross Tonnage.	4 Particulars of Classification.				5 Built.		6 Owners.	7 Register's Dimensions, Deck Erections, &c.			8 Port of Registry.	9 Engines.	10 Moulded Depth.	11 No. of Cylinders—Stroke.	12 Boiler Pressure. NHP—Horse power by Society's formula; RHP—power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	13 Corresponding draught.	14 ft. in.	15 Builder's Name.
			Character.	Port of Survey.	Surveyed.	Date of last Survey.	When Shipped.	By Whom.		Length.	Breadth.	Depth.								
63934 143718 RHTD	Amy Summerfield <i>Mchy. Aft Welldeck</i> Late Name if any. Special Surveys. No. of Decks, &c. Steel Kbn.No. 1-20 LDk(SU)	407 318 159	*100A1	Bkn Liv	/	OL	1921	Day, Sum- mers & Co. Ld. Southampton	Zillah Shipping & Carrying Co. Ld. (W.A. Savage, Ld. Mgrs.)	143' 2"	25' 1"	11' 6"	Liverpool British	2 Cy. 19" x 38" - 30" 120 B 15 B, 3 of, as 64, HSI 1840 Day, Summers & Co. Ld. Sou.	12 4 9 11 4 12 6 6	(c) 60 RHP				

Appendix C: Lloyd's Register Returns of Ship Totally Lost, Condemned, etc (for quarter ended 31st March 1951)

**MERCHANT SHIPS TOTALLY LOST,
BROKEN UP, ETC.**

**DURING THE QUARTER ENDED 31st MARCH, 1951
AS REPORTED UP TO 12th NOVEMBER, 1951**

(excluding ships of less than 100 tons gross)

Wrecked

(Under this heading are included ships lost through stranding, or striking rocks, sunken wrecks, etc.)

Ship's Name and Year of Build	Tons Gross	Country	Description	Voyage or service	Cargo	Circumstances and place	Date
Amy Summerfield '21	407	GBI	ss	At Nant, Carnarvonshire.	23rd Mar

Appendix D: Photos of SS Amy Summerfield



Appendix E: Article from the Runcorn Weekly News Jan 12th 1923 on the sinking of the Four Brothers Schooner while being towed by the SS Amy Summerfield

TOWING TRAGEDY.
**HOW THE ABANDONED SCHOONER
 FOUNDERED.**
Inquest on Garston Sailor.
SMART RESCUE SCENES.

The circumstances under which the abandoned schooner foundered, involving the loss of two lives were inquired into by the Liverpool City Coroner (Mr. A. G. Inglis), who on Friday conducted the inquest on the body of Adam Ireland, of Garston, who was recovered from the water, but died without regaining consciousness. Mr. Lynskey represented the Transport Workers' Union.

Samuel Ireland, a waterman, of 8, Shrewsbury road, Garston, said that the deceased was his son, aged 29. He was a marine fireman and left home about a quarter past seven on Tuesday, the 2nd, January to go aboard the "Amy Summerfield, bound for Waterford. At 4 o'clock the next day he was told that he had been drowned at sea and that his body had been brought on to Liverpool.

Captain George Summerfield, 32, Bowden road, Garston, the master of the Amy Summerfield, described the voyage.

When off the Great Orme's Head, about 2.30 in the afternoon, he saw the abandoned schooner, Four Brothers. She was a danger to navigation and he took her in tow. The mate (Albert Kirby) and his brother went aboard and reported that there was no-one on the schooner. He took the vessel into Llandudno Bay and anchored for the night, some of his crew going aboard to work the pumps. Next morning the weather had moderated and they commenced the tow to Liverpool. The deceased, W. Kirby and Thomas Kissack volunteered to go on board to guide the schooner and to pump water out of her. Everything went well until about half past nine in the morning when the schooner took a bad sheer, heeled over, and went down. He stopped the Amy Summerfield and the small boat was put over the side to save the men who had jumped into the water just as the schooner was submerging. Albert Kirby was in the boat and he picked up his brother and got hold of Ireland who was brought aboard the Amy Summerfield. He was unconscious and they tried artificial respiration for nearly an hour, but it was unavailing. There was no sign of Kissack. They steamed around the place for some time in the hope of finding him, and then returned to Liverpool and



MR. A. KIRBY,



MR. W. KIRBY,

landed the body of Ireland at the Canada Dock. From the time that the schooner foundered until Ireland was aboard the steamer was not more than ten minutes. Witness could not account for the sudden sheer, but his opinion was that the schooner had a weak spot, which gave way under the strain of towing and caused an inrush of water.

In answer to questions by Mr. Lynskey, Captain Summerfield said that men were at the pumps for an hour or so on Tuesday night, and they were trying the pumps constantly during the towing. He thought the schooner was quite right for towing. She was seaworthy, although there was water in her.

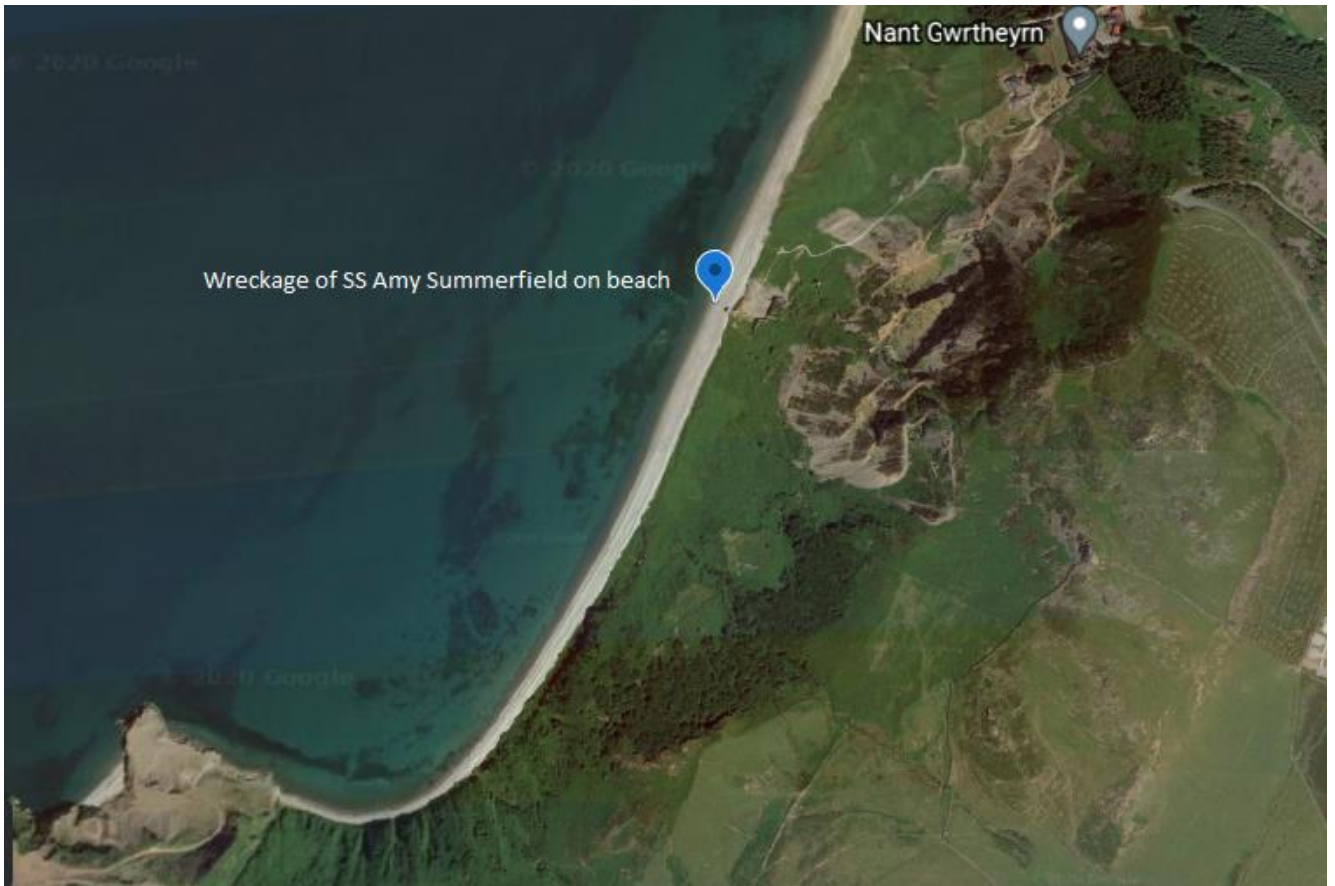
William Kirby, 40, Seddon road, Garston, the one man of the three who was rescued, said that when he went on the schooner with Ireland and Kissack, he did not anticipate any danger. As the vessel sheered over and was submerging, he heard Ireland say, "I can't swim." Kissack was near the rail. As the schooner sank, witness jumped into the water and at the same time saw a loose spar come to the surface. He got hold of that and waited for the boat which he saw coming from the steamer. His brother rescued him and he then saw Ireland in the water, face downwards. His brother got hold of Ireland's head and held it out of the water as they towed him back to the ship.

Albert S. Kirby, 40, Seddon road, mate of the Amy Summerfield, said that as soon as he saw the schooner take a sheer, he felt that she was foundering and he put the boat over to save the men. He never saw anything of Kissack except his cap, which was floating on the water. Replying to questions by Mr. Lynskey, he said

Appendix F: Wreck of SS Amy Summerfield at Llighfaen Pier, Port Rivals, Caernarfonshire, March 1951



Appendix G: Location of SS Amy Summerfield (Google Earth)



Appendix H: Nant Gwrtheyrn Bay, Caernarfonshire (the wreckage is near the large object seen at the top of the beach)



Appendix I: Old Pier at Llighfaen Pier, Port Rivals, Caernarfonshire



Appendix J: Remains of SS Amy Summerfield at Llighfaen Pier, Port Rivals, Caernarfonshire, 1981



Appendix K: Remains of SS Amy Summerfield at Llighfaen Pier, Port Rivals, Caernarfonshire, 2009



