

**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the:  
Asvald (Barque)**



**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 barque Asvald (MADU Ref #401) built in Tvedestrand Norway in 1877.

On Oct 7 1916, the Asvald was found abandoned in Cardigan Bay and towed back to Fishguard. The crew had abandoned the Asvald and reached Milford Haven. The Asvald was later sold and sunk in May 1918 off the coast of Ireland by U-101.

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**

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

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### **3.0 Introduction**

The barque Asvald 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

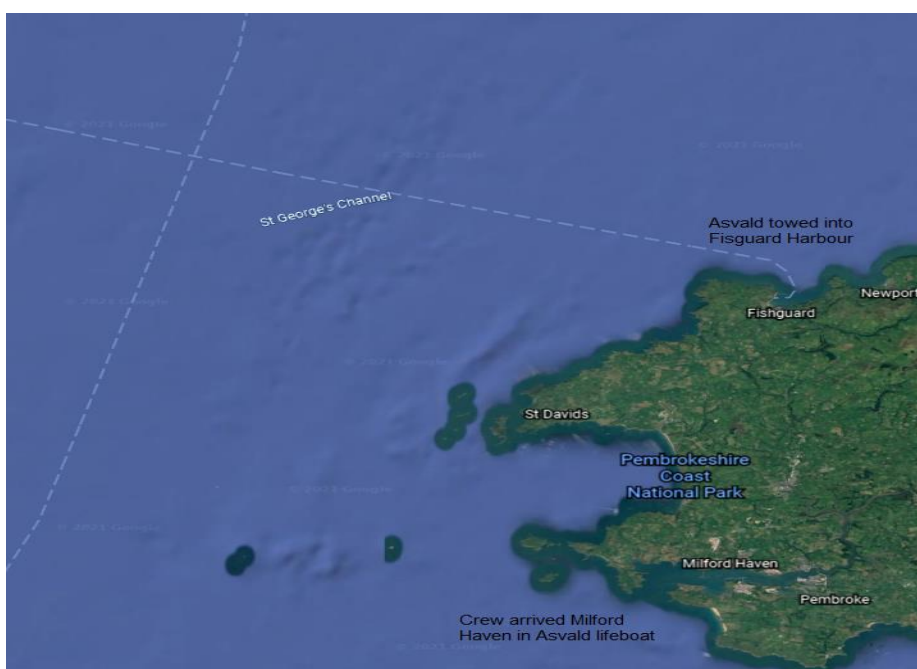
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

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

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
401	07/10/1916	Asvald	Cardiganshire	Cardigan Bay		Barque	wood	rl

On Oct 7 1916, the Asvald was found abandoned in Cardigan Bay and towed back to Fishguard. The crew had abandoned the Asvald and reached Milford Haven. The Asvald was later sold and was sunk in May 1918 off the coast of Ireland by U-101.

**Fig 1: Map of Area where Asvald was Abandoned, Oct 7 1916**



**Fig 2: Location of Sinking of Souvenir (previously Asvald) by U-101, May 5 1918**



## 5.0 Research Methodology

### Computer System

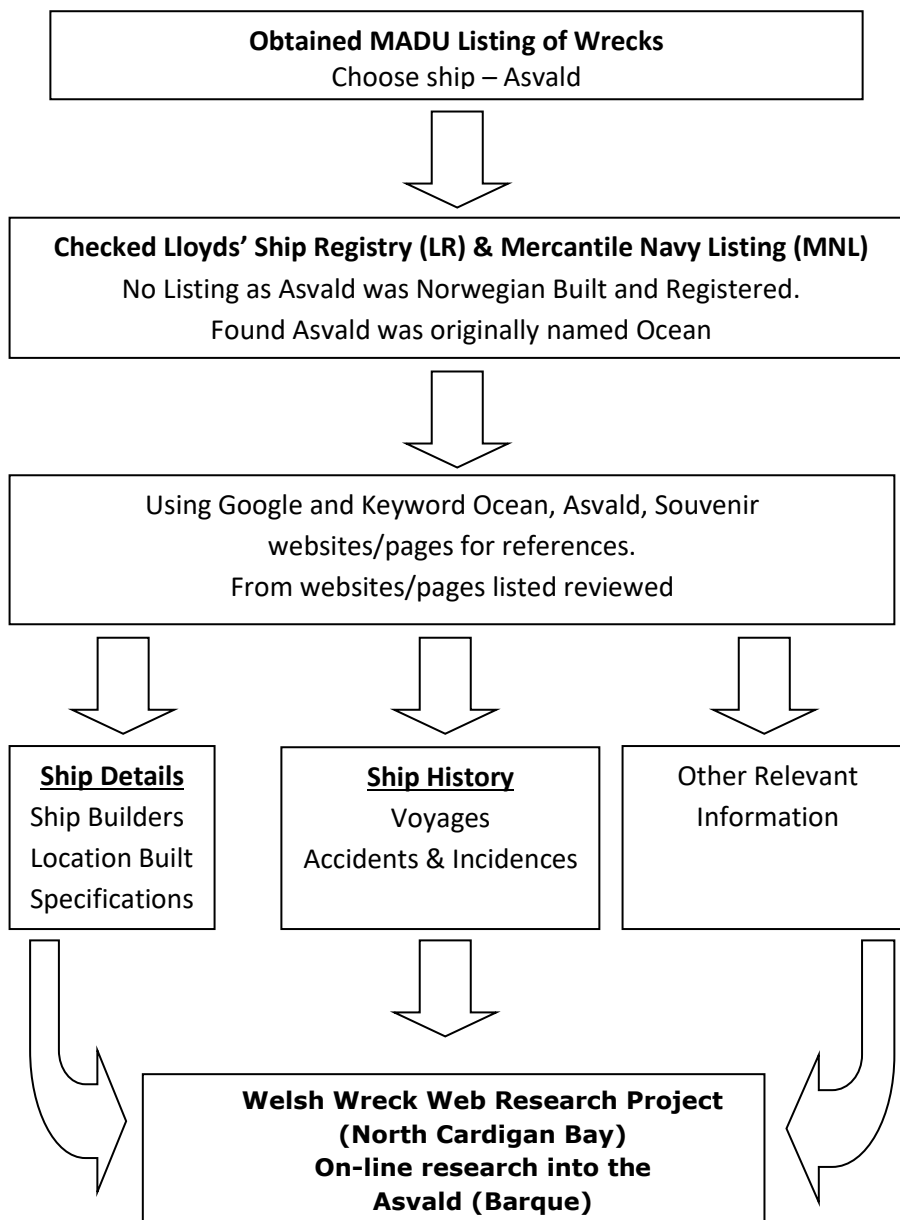
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

### Methodology



See Section 9 for list of websites viewed

## 6.0 Results

**Table 2: Ocean (Barque) Specification and History**

Vessel	Name/s	Ocean Renamed Asvald 1910; renamed Souvenir 1917		
	Type	Sailing Ship – Barque, DnV A2-2N		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: N/A		
		Delivered: October 1877		
		Cost: N/A		
	Builder	Ole Gundersen, Sagholmen, Tvedestrand		
Construction	Materials	Wood		
	Decks	1		
	Bulkheads	N/A		
	Other			
Propulsion	Type	Sail		
	Details	3 masts		
Dimensions	Length	139ft	9ins	m
	Beam	32ft	2ins	m
	Draught	17ft	1ins	m
Tonnage	Gross	549		
	Net	497		
	Deadweight	750		
Owners	First	Fritz Smith et al., Tvedestrand.		
	Second	A/S Oceans Rederi (Christen Taraldsen, Narestø), Arendal, 1901		
	Third	A/S Asvald (Peder Stiansen, Asvald, Brevik), Langesund, 1910 Renamed ASVALD.		
	Fourth	A/S Asvald (Emil Harstad), Holmestrand, 1915		
	Fifth	A/S Souvenir (O. Kverdal & Co), Tvedestrand, 1917 Renamed SOUVENIR.		
	Sixth	C. Nielsen, Odense, Denmark, 1918		
Registry	Port	Ocean / Tvedestrand. Asvald / Langesund. Souvenir / Odense		
	Flag	Ocean & Asvald – Norway. Souvenir - Denmark		
	Number	N/A		
	Code	H.T.N.L		
History	Routes	Baltic Sea, U.K.		
	Cargo	General		
Final Voyage	From	Swansea		
	To	Odense, Denmark		
	Captain	Stiansen, S		
	Crew	N/A		
	Passengers	N/A		
	Cargo	Coal		
	Date	19/05/1918		
	Location	51.45N; 07.26W, abt. 17 nm South East of Youghal, Ireland		
	Cause	Captured by U-Boat U 101 (Captain Lieutenant Carl-Siegfried Ritter von Georg)		
	Loss of life	N/A		
	Outcome	Sunk		

## 7.0 Analysis

- Oct 1877: The barque Asvald was built as barque Ocean at Ole Gundersen, Sagholmen, Tvedestrand for Fritz Smith et. al., Tvedestrand.
- 1901: Sold to A/S Oceans Rederi (Christen Taraldsen, Narestø), Arendal.
- 1910: Sold to A/S Asvald (Peder Stiansen, Asvald, Brevik), Langesund.  
Renamed ASVALD.
- 1915: Sold in December to A/S Asvald (Emil Harstad), Holmestrand.
- Oct 07 1916: The Asvald was towed into Fishguard after being totally demasted and laboring in a gale. The crew had abandoned the ship on the night of Oct 6 and reached Milford Haven in the ship's boats. The Asvald was not leaking and was carrying a cargo of deals
- Dec 1916: Sold to A/S Souvenir (O. Kverdal & Co), Tvedestrand. Renamed SOUVENIR.
- 1918: Sold to C. Nielsen, Odense, Denmark.
- May 29 1918: Captured and sunk by gunfire 29/05 by the German submarine U 101 (Captain Lieutenant Carl-Siegfried Ritter von Georg) in position 51.45N-07.26W, abt. 17 nm South East of Youghal, Ireland, whilst on a voyage from Swansea, Wales to Odense, Denmark with coal.

From newspaper articles the Ocean, Asvald was recorded:

- Jan 14 1892 The Ocean grounded at Boulmer, Northumberland. A number of fisherman have undertaken to get the vessel off for £100 nor. The Ocean was travelling from Harlingen Holland to Burntisland Scotland
- Oct 26 1893 Put in at Arendal due to leaks while sailing from Sundswell for London.
- Aug 01 1896 The Russian Steamer Ernest David from Grimsby arrived at Copenhagen damaged after a collision with the Ocean.
- Oct 14 1896 Put in at Arendal Norway with damaged bow and rigging after collision with Danish Schooner Christiane & Marie. The Ocean was travelling from Drammen Norway to Liverpool with planed boards. The Christiane & Marie put in at Copenhagen due to damage.
- Aug 08 1898 Put in Elsinore leaky having gone aground at Dagerort Estonia while sailing from Lovisa Finland to Newhaven with a cargo of timber.
- May 01-13 1910: Sailed Brevik / Langesund Norway for London.
- Jun 01 1910: Sailed Gravesend for Odense Denmark.
- Jul 16-27 1910: Sailed Christiania Norway for Gravesend.
- Aug 17-23 1910: Sailed Gravesend for Malmo Sweden.
- Oct 15-24: Sailing Hernosand Sweden for London with cargo of wood ran ashore at Malmo. Refloated without assistance and proceeded having sustained no apparent damage after divers examined hull.
- Nov 15 1910: Sailed Gravesend for Fredrikstad Norway. Anchored Southend Nov 21
- Nov 26 1910: Sailed Southend for Fredrikstad Norway.
- Dec 06 1910: Arrived Fredrikstad Norway from London.
- May 12 1912: Sailed Hull for Brevik Norway with cargo of coal.
- Aug 21 1912: Sailed Gravesend for Brevik Norway.
- Oct 12 1912: Two deserters found and returned to ship while docked in London (Appendix A).

- Mar 29 1915: Arrived Newcastle from Porsgrunn Norway.
- Apr 29 1915: Sailed Newcastle for Fredrikstad Norway.
  
- Feb 24 1916: Asvald dragged anchors during a storm in the Humber and was driven ashore near Grimsby. The crew remained onboard and although tugs were in the vicinity it was hoped the Asvald would refloat when the weather eases. The ship had been sailing from Brevik Norway to Hull with pit props when the incident occurred (Appendix B).
- Oct 07 1916: The Asvald was towed into Fishguard after being totally demasted and laboring in a gale. The crew had abandoned the ship on the night of Oct 6 and reached Milford Haven in the ship's boats. The Asvald was not leaking and was carrying a cargo of deals (Appendix C).
  
- Feb 20 1917: Advertised for auction in London as she lies in the damaged condition at Fishguard Harbour (Appendix D).
- Feb 20 1917: Criminal Appeal Court by Admiralty: Owners of Steam Tug Zuiderzee and others against owners of barque Asvald, cargo and freight (with trinity Masters), (Appendix E).
- Nov 14 1917: Distribution of salvage payments is announced (Appendix F).

**Table 3: U-101 Specification and History**

Vessel	Name/s	U-101
	Type	U 57 submarine
Built	Date	Ordered: Sept 15 <sup>th</sup> 1915
		Launched: Apr 1 <sup>st</sup> 1917
		Delivered: May 15 <sup>th</sup> 1917
		Cost: N/A
	Material	Steel
	Builder	A.G. Wesner, Bremen; Yard #252
	Owner	Imperial German Navy – Kaiserliche Marine
Dimensions	Length	67.06 m
	Beam	6.32 m
	Draught	3.65 m
	Height	8.25 m
Tonnage	Gross	786t (surface); 954t (submerged)
Propulsion	Type	2 shafts, 2 × 1.65 m (5 ft 5 in) propellers
Engine	Details	2 × 2,400 PS (1,765 kW; 2,367 shp) surfaced 2 × 1,200 PS (883 kW; 1,184 shp) submerged
	Speed	16.5 knots (30.6 km/h; 19.0 mph) surfaced 8.8 knots (16.3 km/h; 10.1 mph) submerged
	Range	10,100 nmi (18,700 km) at 8 knots surfaced 56 nmi (104 km) at 5 knots submerged
	Depth	50m
Armaments		4 × 50 cm (19.7 in) torpedo tubes (two bow, two stern) 10–12 torpedoes 2 × 8.8 cm (3.5 in) SK L/30 deck gun
Crew	Captains	Kptlt Karl Koopmann, May 15 1917 – Dec 19 1917 Kptlt Carl-Siegfried Ritter von Georg, Dec 20 – Jun 17 1918 Kptlt Friedrich Ulrich, Jun 18 1918 – Nov 11 1918
	Crew	36
Operations	Patrols	8 patrols
	Victories	23 ships sunk 26,253 tons 3 ships damaged 11,217 tons
Fate:	Date	21/11/1918
	Outcome	Surrendered. Broken up at Morecambe June 1920.

- On 1 February 1917 Germany declared a renewal of 'unrestricted submarine warfare' in a last ferocious attempt to force an end to the First World War.

## 8.0 Conclusions & Recommendations

The project took approximately 3 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 barque Asvald (built as Ocean and renamed after Asvald to Souvenir).

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.

A Norwegian website with a comprehensive list of information was found which showed the renaming of the ship. With this information different searches could be undertaken over differing time periods.

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. While researching a number of Norwegian ships named Ocean were identified. Many of the reports found for these were omitted based on the name of the captain shown and voyage details.

From the information gathered the Asvald conducted a lot of trade between Baltic ports and the east coast of the U.K. Although no information was found for the Souvenir its last voyage from Swansea to Odense in Denmark would suggest a change in its shipping routes probably due to WW1.

## 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: Norwegian Barque Ocean, Barque Asvald, Barque Souvenir

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

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

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

<http://www.llangibby.eclipse.co.uk/accidents%20&%20incidents/bardolph.htm>

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

<https://www.sjohistorie.no/no/skip/2037/>

<https://skipshistorie.net/Holmestrand/HSD167%20E%20Harstad%20J%20Pedersen/Tekster/HSD1671915030000%20ASVALD.htm>

<https://uboat.net/>

[https://uboat.net/wwi/ships\\_hit/5673.html](https://uboat.net/wwi/ships_hit/5673.html)

[https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_October\\_1916](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_October_1916)

[https://en.wikipedia.org/wiki/SM\\_U-101](https://en.wikipedia.org/wiki/SM_U-101)

### 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

Larn, R. & Larn, B., 2000, Shipwreck Index of the British Isles: Volume 5 – West Coast and Wales. Lloyd's Register of Shipping.

## Appendices:

### Appendix A: Deserters from Asvald Returned, Oct 19 1912

—(9)—

**SHIP DESERTERS.**

Jorgen Jorgensen and Hagbert Jorgensen, seamen, were charged with deserting from the Norwegian merchant ship, "Asvald," then lying off Beckton.

Captain Stein Stienon, master of the vessel, stated that defendants formed part of his crew, and on Sunday morning they went off without permission. As they did not return, he came to that Court and obtained a warrant for their arrest. On Monday they were found on a ship in the Millwall Dock.

Mr. Leicester ordered them to be sent back to their ship.

### Appendix B: Grounded in Humber, Feb 25 1916

**SHIPS ASHORE IN THE HUMBER.**

During the gale the Norwegian barque, Asvald, from Brevik to Hull, with pit props, dragged her anchors in the Humber, and was driven ashore near Grimsby. She grounded on the muddy bottom, and though exposed to the gale throughout the night and yesterday, was not seriously damaged.

The crew remain on board, and tugs are in the vicinity. It is hoped when the weather moderates safely to refloat the ship.

Two other vessels were driven ashore. The Grimsby lifeboat went out to one, which was ashore at Tetney, but returned to the lifeboat house yesterday morning.

**Appendix C: Towed into Fishguard, Oct 9 1916****TOWED INTO FISHGUARD.**

A derelict barque, laden with deals, was towed into Fishguard Harbour on Saturday night with all three masts gone and the deck gear smashed. The tug Pentour put out, and found the vessel several miles off labouring heavily in the gale. She proved to be the Asvald, of Norge. The tug managed to get a wire hawser aboard, but it broke twice. Eventually, after many hours, and with the assistance of a patrol steamer, the derelict was harboured. A report from Milford stated that the captain and crew abandoned the Asvald during a gale on Friday night, and reached Milford Haven in the ship's boats. The derelict is not leaking.

**Appendix D: Sale Notice for Asvald, Feb 13 1917**

**THE WOODEN BARQUE "ASVALD"**  
(Norwegian Flag).

About 497 tons reg. Built at Tvedestrand in 1877. Stated to have been copper sheathed to light water line about 2½ years ago, and to be partly copper fastened. One deck.

Dimensions. About 133.9 ft. x 32.2 ft. x 17.1 ft.

Vessel will be sold as she lies in her damaged condition at **FISHGUARD HARBOUR, SOUTH WALES.**

British, Allied and Neutral Subjects will be allowed to purchase.

Particulars not guaranteed.

For further particulars, orders to inspect, etc. apply to C. W. Kellock and Co., 27-31, St. Mary Axe, London, E.C. and at Water Street, Liverpool.

Telegrams "Kellocks."

## Appendix E: Criminal Appeal Court Case, Feb 20 1917

**CRIMINAL APPEAL COURT.**

Before Mr. Justice HILL.—At 10.30.—Admiralty: Owners of Steam Tugs *Zuiderzee* and others v. Owners of *SS. Zaandijk*, cargo and freight (with Trinity Masters)—Owners of *SS. Pentower* and others v. Owners of Barque *Asvald*, cargo and freight (with Trinity Masters).

10.15.—Undefended Divorce Causes.

COURT I.—Before Mr. Justice LOW.—At

## Appendix F: Naval Salvage Money for Distribution, Nov 14 1917

**NAVAL SALVAGE MONEY.**

The Department of the Accountant-General of the Navy give notice that preparations are being made for the intended distribution of the following salvage awards:—

Salvage of *S.S. Formosa* by H.M. Trawlers *Nodzu*, *Spider*, *Evangel*, *King Erik*, *Thunderstone*, and *Esher*, November 14, 1915; salvage of the Norwegian barque *Asvald*, by H.M. Trawler *Nodzu*, October 7, 1916; salvage of *S.S. Ecrudijk* by H.M. Ships *Yarta*, *Magnet*, *Sprite*, *Volcano*, and *Enterprise*, April 7 to 9, 1916; salvage of *S.S. Menado* by one of H.M. Ships, February 22 and 23, 1917.

Agents or others having any legal demand, unliquidated, against the award are required to transmit particulars to the Registrar of the Admiralty Division of H.M. High Court of Justice. Notice will be given in the *London Gazette* of the date proposed for the distribution.

## Appendix G: Lloyd's Casualty Listing 1918, Souvenir

# LLOYD'S REGISTER OF SHIPPING.

## RETURNS OF VESSELS TOTALLY LOST, CONDEMNED, &C.

### 1ST APRIL TO 30TH JUNE, 1918.

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to October, 1918.

#### (h.) Lost.

(Under this heading are included total losses which for want of sufficient information, or for other reasons, cannot be otherwise classified.)

NIL.

#### (i.) War Losses.

No. in Reg. Book. 1918-19.	Vessel's Name.	Tons. (net.)	Nation-ality.	Description.	No. in Reg. Book. 1918-19.	Vessel's Name.	Tons. (net.)	Nation-ality.	Description.
167	Tommi .....	116	U.K.	Stl. Sc.	352	Angelina Di Paola .....	203	Itl.	W. Bkn.
16	W. M. L. ....	100	U.K.	Stl. 3m. Sr.	45	Camelia .....	367	Itl.	W. Bk.
226	Ruth Hickman .....	377	Col.	W. 3m. Sr.	85	Carlo Piaggia .....	194	Itl.	W. Bkn.
68	Edward H. Cole .....	1395	Amr.	W. 4m. Sr.	—	Carmela .....	190	Itl.	W. Bn.
73	Hattie Dunn .....	365	Amr.	W. 3m. Sr.	374	Cristoforo Colombo .....	214	Itl.	W. Bn.
125	Isabel B. Wiley .....	611	Amr.	W. 3m. Sr.	155	Pietro Brizzolari .....	406	Itl.	W. Sr.
29	Jacob M. Haskell .....	1362	Amr.	W. 4m. Sr.	201	Santa Teresa .....	191	Itl.	W. Bkn.
137	Samuel C. Mengel .....	915	Amr.	W. 4m. Sr.	84	Eglantine .....	298	Nor.	W. Bk.
495	Argus .....	176	Dan.	W. Bn.	97	Elbjörg .....	474	Nor.	W. Bk.
99	Caroline .....	189	Dan.	W. 3m. Sr.	103	Elektra .....	575	Nor.	W. Bk.
202	Embla .....	140	Dan.	W. Sr.	116	Kriugsjaa .....	1598	Nor.	I. 4 m. Bk.
83	Kirstine-Jensen .....	143	Dan.	Stl. 3m. Sr.	394	Meran .....	594	Nor.	W. Bk.
—	Souvenir .....	497	Dan.	W. Bk.	308	Midsjo ( <i>ex Commerce</i>	176	Nor.	W. Bg.
132	Thoralf .....	535	Dan.	W. Bk.	524	“C” d'Amiens)	653	Nor.	I. Bk.
91	Flora .....	156	Fre.	W. Sr.	31	Rana .....	250	Nor.	W. Bg.
—	Mabrouska .....	256	Fre.	W. —	131	Samoa .....	1054	Nor.	I. Bk.
428	Michelet .....	1965	Fre.	Stl. Bk.	522	Superb .....	452	Nor.	W. Sr.
21	Monte Carlo .....	986	Fre.	I. Bk.	123	Njaal .....	551	Rus.	W. Bk.
Sup. 418	Souvenir .....	125	Fre.	W. Dy.	35	Walpas .....	298	Rus.	W. 3m. Sr.
411	Metamorfosis .....	130	Grk.	W. Sr.	91	Widwud .....	249	Rus.	W. 3m. Bn.
84	Agatina .....	183	Itl.	W. Bkn.	445	Anton .....	950	Swd.	W. Bk.