

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



Sloop

Report compiled by:

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Report Title:

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On-line research into the wreck of the:
*Beginning***

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1.0 Abstract

This report serves to provide a historical look into the “life” and “death” of the British sloop *Beginning* which served as a merchant vessel during the early 19th Century and possibly the latter part of the 18th century.

Due to the COVID-19 pandemic and resulting health and safety concerns, this report is solely based on information available online or through email correspondence with others.

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2.5 Contributors

Ian Cundy, Malvern Archaeological Diving Unit (MADU)

2.6 Abbreviations

GRT	Gross Registered Tonnage
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
URL	Uniform Resource Locator

3.0 Introduction

The Malvern Archaeological Diving Unit (MADU), as a result of work performed on the Welsch designated wreck site known as the Diamond (between 2001 and 2009), has compiled a significant database of wrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from as far back as 1590. MADU, in partnership with the Nautical Archaeology Society (NAS), have initiated the Welsch Wreck Web Research Project (North Cardigan Bay) by which individual volunteers select vessels from the database of wrecks to research.

This report on the sloop *Beginning* is part of this volunteer research project and serves to provide the details and methodology of research, the results and findings, analysis, and recommendations.

The author of this report is an avid scuba diver with a strong interest in shipwrecks from both the historical aspect as well as experiencing them first-hand (i.e. shipwreck diving).

Prior to the start of this research, the information available in the database for this vessel was very basic and limited which appealed to the author as a good opportunity and challenge to investigate further to add significance to the historical record. The purpose of this research was not only to determine the facts surrounding the loss of the *Beginning*, but also to provide as much information and detail about the vessel and its seagoing life. Answers to the following specific questions were a goal of the research:

- What were the vessel's specifications?
- Where did the vessel travel and what type of service was it in?
- Who were the people involved with the vessel? (i.e. Captains, crew, owners, etc.)
- What was the story leading up to the wrecking?
- What caused the wrecking?
- What is the location of the wreck and are there any remains?
- What happened since the wrecking (recovery, salvage, etc.)?
- Has anyone previously investigated or researched the vessel back story?
- Has anyone dived, recorded, surveyed, or worked on the site?
- Were there other vessels named *Beginning* during the life of the subject vessel and what distinguishes them from the subject vessel? (This information will aid in the prevention of contaminating the historical record of the subject vessel provided herein and by other potential researchers)

4.0 Background

Prior to starting my research, the following information was on record and available from MADU or found directly from sources provided in original email correspondence. One of the goals of this research was to either confirm or correct the information below.

The information is presented here verbatim:

a) Event and Historical Information:

The BEGINNING was a wooden sloop on passage from Dundalk to Plymouth and registered at Cardigan. On 5 March 1812, the sloop was caught in a gale and in running for the shelter of its home port struck upon a certain rock called Silian joining Cardigan Island to the mainland. The sloop was wrecked and three crewmembers, the master Evan Francis, a seaman called John Richards and a third anonymous seaman were drowned.

<https://coflein.gov.uk/en/site/272444/details/beginning>

Sources include:

Admiralty Wreck Return 1853 pg39 (687)

Lloyds List, 28 June 1853

Lloyds Register of British and Foreign Shipping 1 July 1852 - 30 June 1952, number 565 in M

Larn and Larn Shipwreck Database 2002

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg27

Also provided was the approximate location of the wreck:



Map 1: Location of Wreck



Map 2: Location of Wreck, Detailed

- b) *On 5th March 1812 the sloop "Beginning" of Cardigan was wrecked on the rocks adjoining Cardigan Island. Heading from Dundalk to Plymouth she had been sheltering from poor weather when the incident happened. The Captain, Evan Francis, and two crew, one of them John Richards, were drowned.*

<http://www.glen-johnson.co.uk/cardigan-district-shipwrecks-and-lifeboat-service/>

In summary, the following information was available prior to the start of my own research:

- The Beginning was a sloop registered at Cardigan.
- The date of the wrecking was March 5, 1812.
- It was on passage from Dundalk to Plymouth and caught in a gale.
- It wrecked on a rock called Silian which joined Cardigan Island to the mainland
- It was commanded by Captain Evan Francis at the time of the wrecking.
- Captain Francis and (2) crew members drowned (John Richards and anonymous)

Ship Type – Sloop

Single-masted sailing vessel with fore-and-aft [rigging](#), including mainsail, [jib](#), and sometimes one or more headsails. Their top speed could approach 11 knots if using a square topsail with a favourable wind. Their length was typically between 35-65 ft and with 3-decks; surface, hold, and bilge. A sloop could be as large as 100 tons.

http://www.angelfire.com/realm3/caribbeantaes/ships_sloop.html

5.0 Research Methodology

Research was mostly conducted on the internet with my Dell laptop computer, iPad, and iPhone, using Google search engine and various sites as detailed below.

My research started with search criteria (i.e. keywords) based on the initial information available which is detailed in *Section 4.0 Background* of this report. As more information was found I was able to expand my search with new key words.

The following is a list of websites that were searched, along with notes on general results. Information found is either listed directly below or if located elsewhere in this report it is referenced instead.

Keywords and phrases used in the search, individually and in various combinations: Beginning, Evan Francis, John Richards, Cardigan, Edwards, sloop, shipwreck, wreck, island, Silian rock, Old English Built,

Alternate spellings were also used. For example, "Beginning" in place of "Begining". This was found to be effective in research on other projects as sometimes the name or keywords were simply spelled incorrectly in the paper (i.e. typo).

- 1) <https://www.coflein.gov.uk/>
Found: Summary of Beginning listed in section *4.0 Introduction*, item a
- 2) <http://www.glen-johnson.co.uk/cardigan-district-shipwrecks-and-lifeboat-service/>
Found: Summary of Beginning listed in section *4.0 Introduction*, item b
- 3) <https://crewlist.org.uk/#top>
Found: No information found
- 4) <https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-shipsonline>
Found: No information found
- 5) <https://google.com>
- 6) http://www.rhiw.com/website_maps/rhiw_and_the_sea.htm#llyn_and_the_sea
Found: No information found
- 7) <https://www.wrecksite.eu/Wrecksite.aspx>
Found: Australian Ship named Beginning that sank in 1836
- 8) <https://archives.wales/what-are-archives/online-catalogues/search-the-online-catalogue/>
Found: No information found
- 9) <https://newspapers.library.wales/>

Found: Significant information and details found from newspaper articles and shipping reports about the wreck of the Beginning and its travels. Detailed in section *6.0 Results*.
- 10) <https://www.britishnewspaperarchive.co.uk/>

Found: Information and details found from newspaper articles and shipping reports about the wreck of the Beginning and its travels. Information found from 1802-1812. Detailed in section *6.0 Results*.

Performed an extensive search for anything related to the *Beginning* from 1750-1799 from these archives. Could only find (1) piece of information for a Sloop named *Beginning* in 1763 for sale (NPT-11, in Appendix B), which could not be confirmed to be subject vessel. No other references to the *Beginning* with or without captain Evan Francis in this timeframe.

11) <https://www.bristol.ac.uk/Depts/History/bristolrecordsociety/publications/brs15.pdf>

Found: Information on British Law with respect to tonnage measurements of vessels and how they varied over the years.

(Bristol Records of Bristol Ships, 1800-1838, Vessels over 150 tons, Bristol records Society's Publications)

12) <http://www.calgopublications.co.uk/index.html>

Found: This is a website for Underwater Guides to North Wales books. References to books that are out of print but have extensive information on diving wrecks of Wales. No information gained since books were not purchased but could be a source for future research for any ship in the MADU project.

6.0 Results

A search for *Beginning* on Lloyd's Register Foundation website did not turn up any related documents or information on the *Beginning*.

Information was found on in a Lloyd's List from March 10, 1812. A copy of the paper is included in Appendix A.

A search on Google turned up the following on the following site <http://www.glen-johnson.co.uk/cardigan-st-dogmaels-ships-and-captains/> :

"Beginning' Sloop. Captain Evan Francis. 1812 Sank at Cardigan Island with all hands."

The most significant and detailed accounts of the wrecking of the *Beginning* were found in newspaper articles located on the website for the National Library of Wales and the British Newspaper Archive. The following is taken verbatim from each article found. Each item is denoted with an identifier (NPW1, NPW2, etc.) which correlates to a screenshot of the article included in Appendix B and is used as a reference elsewhere when discussed. Also provided in the Appendix is the source reference information in the form of a link to the specific newspaper and page in their database.

NPW-1

The Sloop Beginning, Evan Francis, master, of Cardigan bound from Dundalk to Plymouth, laden with provisions, was lost on Thursday, on a reef of rock, off Cardigan Island and all hands perished.

NPW-2

The Sloop Beginning, Evan Francis, master, of Cardigan, bound from Dundalk to Plymouth, laden with provisions, was lost on Thursday fen'night, on a reef of rock, off Cardigan Island, and all hands perished.

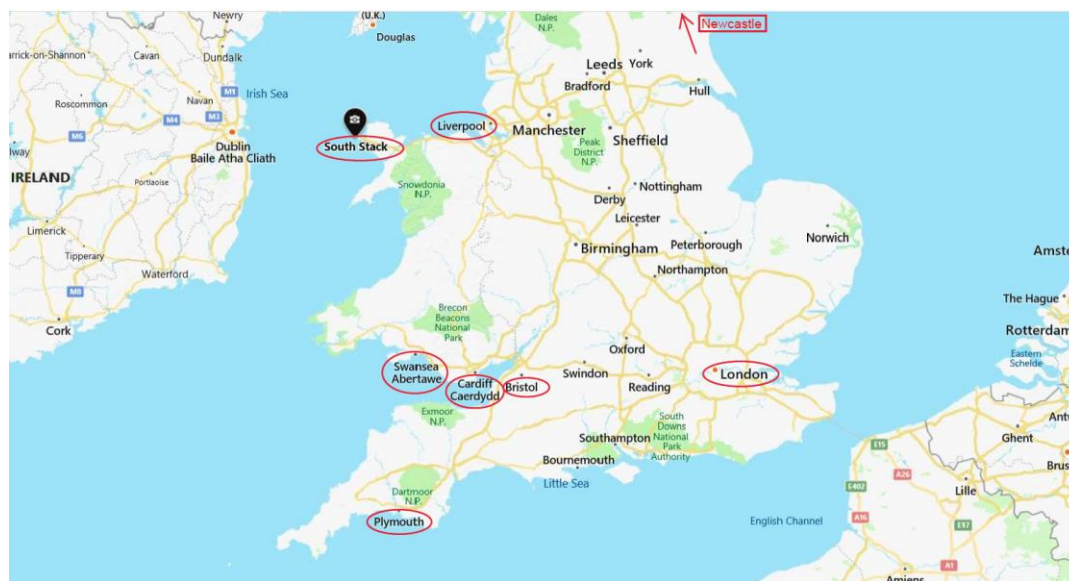
NPW-3

The Sloop Beginning, Evan Francis, master, of Cardigan, bound from Dundalk to Plymouth, laden with provisions, was lost on Thursday, on a reef of rocks, off Cardigan Island, and all hands perished.

Details about the travel routes and cargo of the *Beginning* were found in newspaper articles located on the website for the National Library of Wales and the British Newspaper Archive. The information is summarized in Table 1 below and provides some insight into the typical travel routes and cargo of the *Beginning*. Dates are approximate since they may not be given specifically so the date of the newspaper is used in those instances. Each item is denoted with an identifier (NPT1, NPT2, etc.) which correlates to a screenshot of the newspaper sections included in Appendix B and is also used as a reference when discussing elsewhere in this report. Map 3 follows showing confirmed ports of call for the *Beginning*.

Table 1: Ports, Cargo, and Routes

Date	Master	Port	Arrived/ Sailed	Port To/ From	Cargo	Tons	Source
Mar 19, 1802	Francis	Southampton	Arrived	-	-	-	NPT-10
Oct 4, 1802	Francis	Porstmouth	Arrived	Isle of Man	-	-	NPT-11
Oct 20, 1804	Francis	Cardiff	Sailed	Liverpool	Iron	-	NPT-2
Jan 5, 1805	Francis	Neath	Arrived	Swansea	Bricks	-	NPT-
Jan 5, 1805	Francis	Neath	Sailed	Milford	Pig Iron	-	NPT-4
Mar 16, 1805	Francis	Cardiff	Sailed	Liverpool	-	-	NPT-8
May 31, 1806	Francis	Swansea	Arrived	Milford	-	-	NPT-5
Nov 8, 1806	Francis	Cardigan	Arrived	Bridgewater	-	-	NPT-1
Feb 2, 1808	Francis	Chester	Arrived	-	Lead	454 pigs	NPT-6
June 17, 1809	Francis	Newport	Arrived	Tenby	-	-	NPT-7
Sep 21, 1811	Francis	Milford	Arrived	Chester	-	-	NPT-12



Map 3: English Ports and Points of Interest

Table 2: Ship Summary

Vessel	Name	Beginning
	Type	Sloop
		Merchant
Built	Date	Unknown
	Location	Unknown
	Builder	Unknown
Construction	Materials	Wood
	Decks	3
	Bulkheads	Unknown
Propulsion	Type	Sail
	Details	Single Mast
Dimensions	Length	Unknown
	Breadth	Unknown
	Depth	Unknown
Tonnage	Gross (GRT)	Unknown
	Net	Unknown
Owner	First	Unknown
Registry	Port	Cardigan
	Flag	British
	Number	Unknown
History	Routes	See Table 1
	Cargo	Iron, Pig Iron, Bricks, Lead, Provisions
Final Voyage	From	Dundalk
	To	Cardigan
	Captain	Evan Francis
	Crew	3
	Passengers	Unknown
	Cargo	Provisions
Wrecking	Date	March 5, 1812
	Location	Cardigan Island
	Cause	Gale
	Loss of life	3
	Outcome	Total Loss

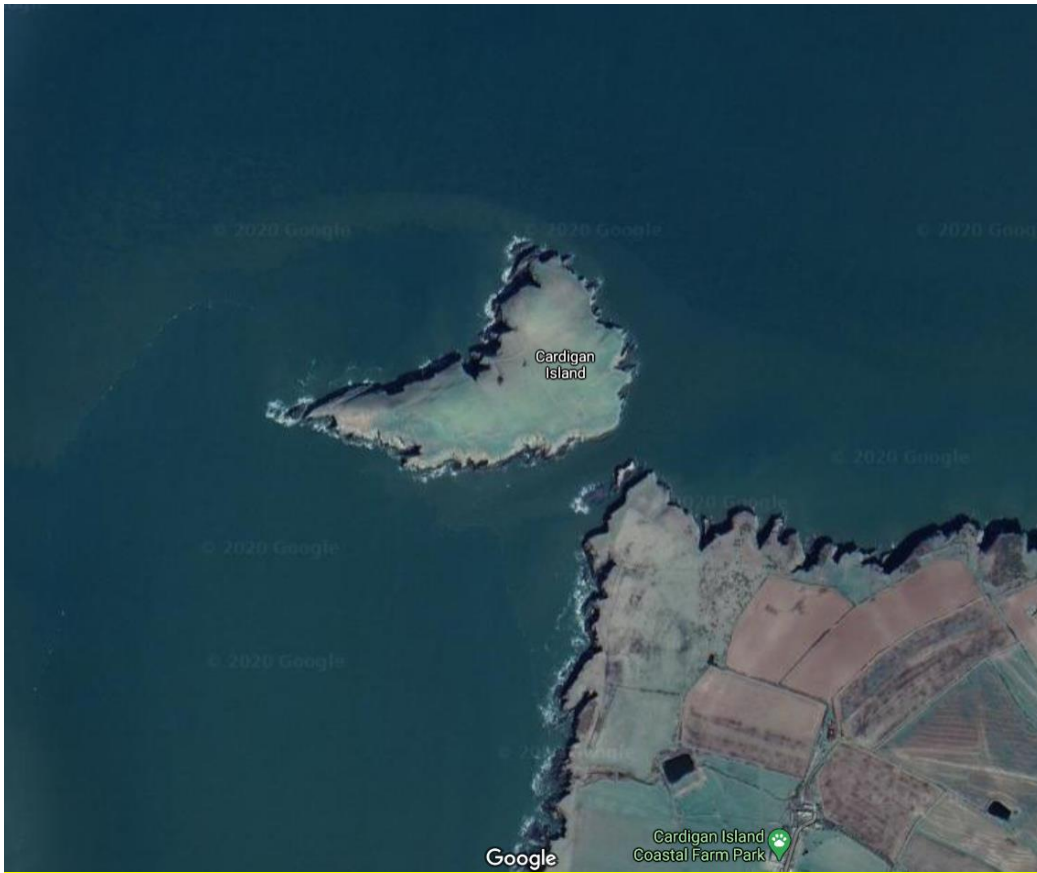
The Beginning Story

The following narrative provides as much of the story of the *Beginning* as possible. This history of the life and death of the *Beginning* is based on the research, findings, and analysis contained within this report.

The *Beginning* was a wooden sloop sailing ship registered at Cardigan that operated as a merchant vessel in and around England during the early part of the 18th century. This vessel is confirmed to have been in operation from as early as 1802 until its sinking in 1812. Some of its cargoes included bricks, iron, lead, and general provisions. During this time frame the ship was Captained by Evan Francis and likely crewed by 2 other crew members

On March 5, 1812, the *Beginning* was sailing from Dundalk to Plymouth loaded with provisions and ran into a gale. While attempting to take shelter near Cardigan Island it struck a reef of rocks and sank. All onboard perished including Captain Evan Francis, John Richards, and an unnamed crewmember.

Pic.1: Cardigan Island, Satellite View



Pic.2: Sheltered Area between Cardigan Island and Mainland



Large rock formations in channel possibly what was referred to in reports as "Silian Rock" but cannot be confirmed. Information did describe Silian Rock as "joining Cardigan Island to the mainland". One could imagine the *Beginning* attempting to take shelter from the gale in this narrow passage.

7.0 Analysis

Unconfirmed Information

An advertisement was found in the Dublin Courier Newspaper from February 16, 1763 for a 75-ton sloop named Beginning up for sale (NPS-1, Appendix B). This advertisement is interesting in that it would confirm the tonnage of the vessel, that it is "Old England Built", and would provide additional information on the minimum age of the ship when it sank. However, this advertisement cannot be confirmed to be that of the subject vessel. In addition, if this were the subject vessel that would make it at least 49-years old at the time of its sinking in 1812. The author is not sure if this is a realistic age for such a vessel. No other information on any ships called Beginning were found in the search of the newspaper archives from 1750-1799; the only references were found from 1802-1812.

Crew Size

The crew size is surmised to be (3) crewman including the Captain based on the newspaper reports which indicate that the master and (2) crewmembers were lost in conjunction with reports that state "all perished".

Notes on other ships named *Beginning*

Beginning, Evans. (year 1806) Evidence of a ship with Master Evans. Likely not the subject vessel because reference NPT-5 has (2) ships arriving in Swansea (31st May 1806); "Beginning, Francis" and "Beginning, Evans". The first one is likely the subject vessel and the other is likely a different vessel, unless the paper confused Evan Francis's first name as his surname and erroneously listed the ship twice with the second listing using his first name. See also NPT-3 where there is another reference to "Beginning, Evans" being "cleared out" with an arrival of Beginning, Francis". It is quite possible this is the subject vessel in both cases with confusion on the Captains surname between his last and first name.

8.0 Conclusions & Recommendations

Further Research

Upon finalizing this research report, the online research in the newspapers was still turning up pieces of information but at a very diminished rate of return. Further online research could be conducted through continued searches through the newspaper archives using alternate spellings of key words which has already proven to be fruitful. Possibly some sort of genealogy sites could be searched to try to find information on the known crew members of the *Beginning*, such as Evan Francis and John Edwards.

In-person research (once the Covid-19 pandemic situation subsides) at some of the archives could be conducted to find ship logs or crew lists from the *Beginning*.

Diving of the Wreck Site

The accounts of the wrecking of the *Beginning* indicate it was wrecked on a reef of rocks during a gale, so it was likely smashed to pieces and scattered as opposed to being substantially intact. Even if there were large portions intact when it sank, subsequent storms and rough seas over the past 2-centuries since its sinking would have reduced and dispersed the wreck. It is therefore unlikely that there are any identifiable remains.

The site could be dived, however, diving in the narrow passage between Cardigan Island and the mainland could present some dangerous conditions with current. Water temperatures are typically 46-61 °F, with air temps typically 45-61 °F, so a drysuit would certainly be the best choice, but one could get away with a 7mm wetsuit if temperatures are on the higher range.

Research Effort

Research consisted of approximately 10 hours of online searching and sorting through sources. The report and analysis required approximately 6 hours to complete in addition to the online research.

On-Line Research – What has it taught the author?

Researching includes not only the facts and eyewitness accounts of the specific events of your specific subject but also an education in the general and specific subject matter. This learning process helps one decipher the information about the specific subject and can aid in determining which conflicting information makes the most sense.

Searching for information on the *Beginning* was made more difficult, especially in the newspaper archives, due to the name of the ship being a common word used in the English language. Search result "hits" were extensive when searching for anything with "Beginning".

One also should be aware that simple mistakes (or variations in spelling) made in the historical record can result in missing important information during an online search. It is therefore important to use variations of spelling for names and places as it can provide findings you would otherwise not find. One must be careful though to confirm that the information is related to your specific research subject.

9.0 References

Source References are provided throughout this report following the information that was obtained from such source. For the Newspaper references, only the description of the newspaper is provided in the section *6.0 Results*, however, a copy of the newspaper clip and URL is provided in Appendix B for each source identifier (NPW-1, NPW-2, etc.)

Appendices:

Appendix A – Lloyd’s List Entries

Appendix B – Newspaper Articles and Shipping Reports

Appendix A

Lloyd's List Entries

<https://babel.hathitrust.org/cgi/pt?id=hvd.32044105232920&view=1up&seq=329>

LLOYD'S LIST.

No. 4646] LONDON, TUESDAY, MARCH 10, 1812.

LONDON: Printed by W. PHILLIPS, George Yard, Lombard Street

PRICES OF STOCKS.				COURSE OF EXCHANGE.		M A I L S.			
	Saturday	Monday	Tuesday	LONDON, Tues. March 10, 1812		From	Saturd. Arr.	Monday Arr.	Tuesday Arr.
Bank Stock.....				Amsterdam.....	50 0 2 Us.	Dublin.....	1	2	1
3 per Cent. Reduced.....				Ditto, at Sight.....	20 1	Waterford.....	2	1	1
3 per Cent. Consol.....	60 1/2 1/4	60 1/2 1/4	60 1/2 1/4	Rotterdam.....	9 2 Us.	Donnaghadee.....	1	1	1
4 per Cent. Consol.....				Hamburg.....	58 0	Guernsey & Jersey.....	1	1	1
5 per Cent. Navy Annuities.....	90 1/2 1/4	90 1/2 1/4	90 1/2 1/4	Altona.....	28 1	Heligoland.....			
5 per Cent. 1797.....				Paris, 1 Day's Date.....	19 16	Amholt.....			
Bank Long Annuities.....				Ditto.....	20 0 2 Us.	Lisbon.....		1	
Imperial 3 per Cent. Ann.....	59 1/2	59 1/2		Bordeaux.....	20 1	Cadiz.....			
Ditto Ann. for 25 Years.....	5 1/2 yr	5 1/2 yr		Madrid.....		Maka.....	1	1	1
Irish 5 per Cent.....				Ditto.....		N. York & Halifax.....	1	1	1
Ditto Ann. for 15 Years.....				Cadiz.....		Leew. Islands.....			
India Stock.....				Ditto.....	46 1/2	Surinam, Berbice, and Demerara.....			
India Bonds.....	16 17 p	16 17 p	15 16 p	Bilboa.....		Jamaica.....			
South Sea Stock.....				Palermo.....	125s per Oz.	Brazils.....	1	1	1
Old Annuities.....				Gibraltar.....	40				
3 per Cent. 1798.....				Leghorn.....	58				
Exchequer Bills, 3d.....	3 p	3 p	1 p	Genoa.....	54				
Omnium.....	3 1/2 d	3 1/2 d	3 1/2 d	Venice.....	52				
Bank for Opening.....				Malta.....	61 1/2				
Consols, for Opening.....	60 1/2 1/4	60 1/2 1/4	60 1/2 1/4	Naples.....	42				

MARINE LIST.

The Princess Charlotte Packet, arrived from Malta, full in with a French Privateer on 9th ult. in Lat. 35. 45. Long. 2. 20. East, and beat her off, after a running fight of two hours.

The Intrepid French Privateer, of 18 Guns (12-Pounders) and full of Men, was lately chased near Cape Cepi, in the Mediterranean, by the Richmond Gun-Brig, and set fire to by the Enemy. She was taken possession of by the Richmond, but soon blew up.

The American Schooner, *Thomas*, from Salem to Bordeaux, was lately detained by the *Niemen* and *Medusa* Frigates, and sent for Plymouth, but she soon afterwards sunk. Crew saved.

The *Hound*, Brig, arrived at Portsmouth on Thursday, from St. Domingo, lost her Foremast and Bowsprit: threw her Guns and part of the Cargo overboard during the Voyage.

The *Cynthia*, —, with a Cargo of Bullocks, was wrecked at Alderney 23d ult. Eleven Bullocks were drowned.

The *Henry Wellesley*, bound to the Isle of France, having been on shore between Gravesend and the Downs, and knocked off her false Keel, must be unloaded at Portsmouth and go into Dock.

The *Friends*, Rider, from Plymouth to Bristol, run on shore 2d Instant, in Whitland Bay, and was deserted by the Crew. She was got off by a Fishing Boat, without any material damage, and carried into Plymouth.

The *Swallow*, Mathews, from Portland to London, run on shore on Friday Morning near Rainsgate, but was got off and carried into the Harbour in a leaky state.

The *Juno* of Barnstaple, which was driven on shore near Waterford, has been got off without damage, and proceeded on her Voyage.

The *Betsy*, Stephens, from Bristol to Waterford, was run foul of by a Brig in going up Waterford River, on 5th Instant, part of her Side was stove in, and she was near going down, when the Master ran her on shore. Some of the Cargo has been discharged.

The *Trio*, Trivett, from London and Portsmouth to Viana, put into Plymouth on Saturday, leaky, and with Part of her Cargo thrown overboard.

The *Two Patricks*, Murphy, from Ross to Bristol, was driven on shore on Bideford Bar on Saturday, and it is supposed will be lost.

The *Maryann*, Bennet, from Newcastle to London, struck upon the Cross Sand, near Yarmouth, on Friday, and sunk. Crew saved.

The *Pursuit*, Husnam, from Newcastle to London, struck upon Corton Sand on Friday Morning, and sunk. Crew and Materials saved.

The *Beginning*, Edwards, from Dundalk to Plymouth, foundered off Cardigan. Crew drowned.

The *Eliza*, M'Ginnes, from Sligo and Lisbon, bound to Philadelphia, put into Bermuda about 25th of January, in distress.

GRAVESEND..... arrived from
 6 Vigilant, Fowler Malta
 8 Spring, Dobbin Corunna
 Fortitude, Owens Waterford
 Belford, Purvis Dublin
 9 Alert, Bly Guernsey
 Howard, Chandler Savannah
 Diligent Store Ship Gibraltar
 Mary & Betsy, Blaher Waterford
 Juno, Lary do
 Olive Branch, Carlton do
 Union, Baxter Newry
 Margaret, Wardlow do
 William, Ackroyds Savannah
 Spartan, Furnell Oporto
 Proselyte, Barron Demerara
 General Miranda, Silk do

GRAVESEND..... arrived from
 Teatsbill, Anderson St. Michael's
 Diligence, Carana Corunna
 7 Martha, Waynes Porto Cavallo
 Young Henry, Lisbon
 Anderson Gibraltar
 Malvina, Betts Gibraltar
 Margaret, Simpson do
 Scarbro', Watson Oporto
 8 London Packet, Gibraltar
 Church Oporto
 Elizabeth Sarah, Lowes Oporto
 Irvine, Briddle Algiers
 9 Samaritano, De Gorozdo Corunna
 Powhatan, Poythress Virginia
 PORTSMOUTH... arrived from
 Rosina, Allen London
 for Lisbon
 with loss of an Anchor and
 Cable, having been on shore
 Juno, — Havannah
 6 Halifax SW Bermuda
 Sally, Lewis Dublin
 Favonrite, Owens Youghall
 8 Volage Frigate Downs
 9 Barbara Schooner do
 Serapis SS do
 A Fleet do
 Fair Trader, Williams Youghall
 5 Royalist SW do
 Zephyr do do
 Ferret do do
 6 Redpole SW do
 SOUTHAMPTON... arrived from
 6 Maria, Henderson Waterford
 7 Expedition, — Youghall
 Louisa, Brooker Waterford

Appendix B

Newspaper Articles and Shipping Reports

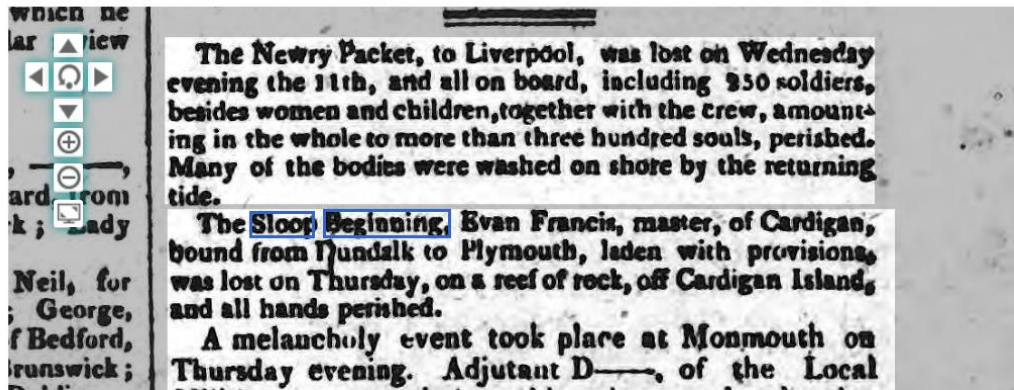
NPW-1

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001044/18120321/033/0003>

Bristol Mirror - Saturday 21 March 1812

< Page 3 of 4 >

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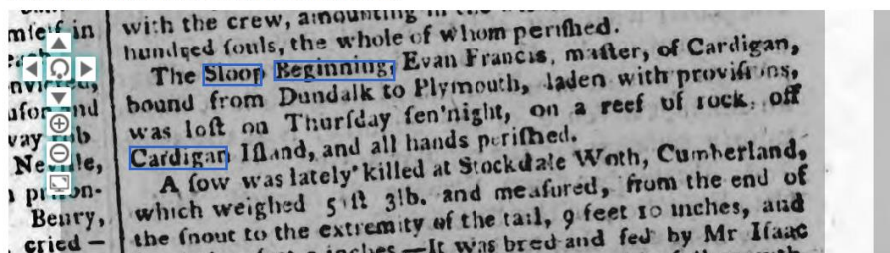
NPW-2

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000348/18120326/027/0007>

Taunton Courier, and Western Advertiser - Thursday
26 March 1812

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NPW-3

<https://newspapers.library.wales/view/3676854/3676857/11/Beginning%20francis>

Welsh Newspapers
Search 15 million Welsh newspaper articles

The Carmarthen Journal and South Wales Weekly Advertiser

21st March 1812 << Previous Issue Page 3 >>

Patrick's Day, a was drank, in dan a strenuous principles; and weoyal Highness is ble. The friends ons, have abso-y select in their h the 13th of sincerely hope, the one party; ad to calm the

A soldier's cap has been found on the shore, and it is believed that there were some troops on board.

The smack, Lord Vernon, White, master, that drove ashore, in Whitsand Bay, on the 23d February, during a storm on her passage from Dartmouth to Swansea, is got off, much damaged.

The Two Patricks, Murphy, bound from Ross to Bristol, is lost on Bideford Bar.—The Betsey, Stephings, of Bristol, is sunk in Waterford River, being run foul of.

The sloop **Beginning**, Evan Francis, master, of Cardigan, bound from Dundaik to Plymouth, laden with provisions, was lost, on Thursday, on a reef of rocks, off Cardigan Island, and all hands perished.

On Thursday last, Wm. Morgan, shopkeeper, Llandoverly, Carmarthenshire, against whom a commission of bankrupt has been issued, was committed

Cork; M'Grath, Williams, Swansea, Pembroke, Sailed, Lucia; drew's, Friends, Cutter, ABEL, Dublin, wi Brothers, I for Cardiga and Sisters, therine, Ev Jones; Lit Morris, Gri Jones; Tw Marga et.,

NPT-1

<https://newspapers.library.wales/view/3321350/3321353/13/beginning%20francis%20cardigan>

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The Cambrian

8th November 1806 << Previous Issue Page 3 >> Next Issue >>

Cardiff-Arms and conviviality prevailed was in high spirits; songs, duets, &c. were singing, which contri-y of the numerous

Campbell, Lord Cawmber for the county-ut opposition. -elected for the town; and Hugh Barlow, both without op-

van, for Bideford; and Diligence, Steer, for Padstow, with coals.

Carmarthen.—Arrived, the Phœnix, Hodge, from Ulverstone, with iron ore; Clifton Union, Meredith; Mary Ann, Morgan; William, Tobias; and St. David, Hiall, from Llanelly, with coals.

Cleared out, the Ann, Pillar, for Plymouth, with oak timber; Mary Ann, Morgan, for Llanelly; Lark, Rogers; Emlyn, Morris; Lively, Morris; Ceres, Williams; Hazard, Davies; and Creswell Castle, Lloyd, for Bristol, with sundries.

Cardigan.—Arrived, the **Beginning, Francis**, from Bridgewater; Endeavour, Thomas, from Waterford; and Prince of Wales, Evans, from Dublin.

Cleared out, the Queen Charlotte, Jones, for Cardiff; Morning Star, Phillips; and Molly, Jones, for Bristol.

NPT-2

<https://newspapers.library.wales/view/3320830/3320833/9/beginning%20francis%20cardigan>

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The Cambrian
20th October 1804

There is an opportunity, a brick hood to lay the wheat on when it is pro- in doing which, sprinkle one pound ne bushel of wheat, and one bushel from the kiln upon two combs of ry fair, on Wednesday last, there was of cattle; but few were sold and ed prices. fair, last week, that ancient and nual mart of English produce, the was very considerable, and of most ty, though perhaps not so great as expected: very fine Farnhamis, and growths met with a rapid sale on er the market began; and towards

Williams, for Gloucester, with copper; Two Patricks, New- port, for Ross, with barrel staves and coal: Friendship, Davies, for Aberairon; Tartar, Wright; and William and Sally, Parrott, for Cork; Minerva, Fosse, for Truro; Mary, Brown; and Starry, Fosse, for Ilfracombe; So- ciable Friends, Griffiths, for Watchet; Robert, Edward, for Bridgewater; Dove, Matthews; and John and Han- nah, Fry, for Dartmouth; United Friends, Geach; and Ann and Susan, Collins, for Fowey, al: with culm or culm. **Cardiff**.—Arrived, the Castle, Clements, from Bristol, with sundries. Sailed, the Alert, Bligh, for London; Dryades, Ed- wards, for Newport; Mary, Coleman, for Gloucester; and **Beginning, Francis**, for Liverpool, all with iron; Hebe, Harris; and Friends, Richards, for Bristol, with sundries; and Swan, Dalling, for Barnstaple, with coal. **Carmarthen**.—Arrived, the Industry, Roberts, from London, with sundries; and Ann, Beynon, from Cork, in ballast.

NPT-3

<https://newspapers.library.wales/view/3320955/3320958/8/beginning%20francis%20cardigan>

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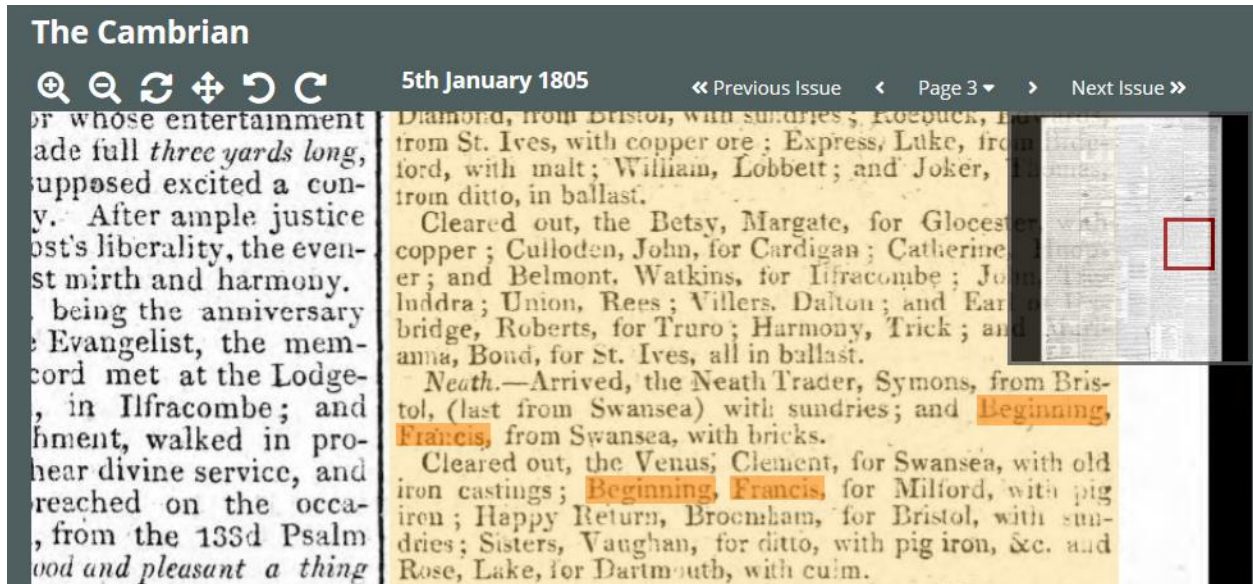
The Cambrian
13th April 1805

on assizes, there was only one prisoner . Mary Morris, charged with the wilful er bastard child. She was acquitted of , but sentenced to two years imprison- ncealing the birth of the infant. o **Landlords**.—At the last Cardiff assizes, was brought by Mr. Andrew Parsons, &c. of Neath, against Mr. John Child, place, and Wm. Lloyd, a bailiff, under of Henry III. for the protection of test unreasonable distresses by landlords. in evidence, that the plaintiff's brother, arsons, was tenant to the defendant for Neath, but which house was in the plain-

Swallow, Curtis, from Kinsale; Providence, Jenkins, from Youghall; William and Mary, Demsey; Grace and Peggy, Morgan; and Young Eagle, **Francis**, from Dublin, all in ballast. Cleared out, the Susannah, Dalling, for London, with rolled copper; Cardiff Castle, Jenkins, for Bristol, with sundries; Industry, Donovan; and William and Mary, Demsey, for Kinsale; John and Ann, Lewis; Sister, Lic- wellin; and Lovely Peggy, James, for Wexford; Grace and Peggy, Morgan, for Dublin; Princess Royal, James, for Youghall; Fame, Evans; John and Catherine, James; Spencer, Davies; Young Eagle, Francis; Nancy, Jones; and Britannia, Evans, for Watertord; **Beginning, Evans**, for Aberthaw; Two Friends, Ramsay; Eleanor, Collins; Spraycombe, Goss; Two Brothers, Chiswell; Samuel, Lo- vering; and Catherine, Hooper, for Ilfracombe; Roebuck, Edwards, for Bideford; Integrity, Rosser; Fairy, Oats;

NPT-4

<https://newspapers.library.wales/view/3320885/3320888/7/beginning%20francis%20cardigan>



NPT-5

<https://newspapers.library.wales/view/3321245/3321248/9/beginning%20francis%20cardigan>



Note: Possibly another ship named Beginning with a Captain Evans

NPT-6

<https://newspapers.library.wales/view/3871129/3871132/21/beginning%20francis>

Welsh Newspapers
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North Wales Gazette

2nd February 1808

« Previous Issue < Page 3 > Next Issue »

The well cram'd coach, to roll down Greenwich Hill.
See christian Shylocks, very generous fellows—
See smock-faced Cannibals, and white Othellos—
See castle Spectres on fat venison fed,
And Denmark's royal ghost go drunk to bed.—
H. D. Oh Sir! have done! I pray! to night I've made,
Fifty appointments for the Masquerade.
I've got to dress an old and modern beau,
Two monkies, three blue devils, and a crow;
A mother goose, some hermits, and dervises.—
P. Where is the Masquerade?
H. D. ————At Mr. Price's—
Who is (to all so gen'rously behaved)
As good a gentleman as ever shaved.—
Oh, happy land! when thus its youth delight,
To keep their household gods in merry plight;
Who let their rents regain their tenant's door,
And make the rich the bankers of the poor.
Next week he gives a play.
P. A play? my friend! *They embrace.*
"Oh for a muse of fire, that would ascend!"—
"My kingdom for a horse,"—to draw my gig—
"Heat me those irons hot,"—to curl my wig.—
By all the theatres in Rome and Greece,
I'll whip immediately to *NAVY-PYs.*
Here! bring my doublet, and my scarlet hose,
My rapier, ruff, my small—no! my little-cloaths;
My lingo's caxon, and my square-toed shoes,
And all the trappings of the comic muse.
And hark! add Falstaff's dress, Go! go! I tell ye.
H. D. Lord Sir! the whiskey won't hold half your belly!
P. Let Mr. Jones then hire the Wrexham

Liverpool, coal.—Sailed—Ann, Wrench, for Liverpool, 60 qrs potatoes; Brothers, Roberts, for Liverpool, 80 qrs wheat, 50 qrs oats; Hope, Parry, for Amble, 5 tons alder timber.—Sailed—bound—Tom, Williams, for Carnarvon, coal and sundries; John and William, for Newry, coal. Pwllheli.—Arrived—Dennis, Pritchard, from Newry, ballast.—Cleared out—Pritchard, for Llanelly, 60 maze herrings; Britannia, for Liverpool, 40 qrs oats, 30 do. oatmeal, potatoes, 2 pots butter, 3 cwt. cheese, &c. Studwal's Road—John, Brittain, for London; Brothers, Owen, and Kitty, Williams, for London; Brothers, Ball, for Swansea; Jane, Thomas, for Waterford.
BARMOUTH.—Arrived—Friendship, Jones, from Carnarvon, limestones; Mary, Roberts, from Pwllheli, cheese, malt, oatmeal, and oats.—Sailed—None.
CHESTER.—Arrived—Atherton, Quay, of Ulverstone, 38 tons iron ore; John, Rowland, of ditto, 38 tons iron ore, &c.; Nelly, Hughes, of Beaumaris, 150 qrs oats; Rachael, Williams, of Carnarvon, 100 qrs oats, 70 pots butter, and sundries.—Cleared out—Chester, Williams, of Bristol, 64 tons lead ore, 20 tons calamine, 5 tons iron; Industry, Dixon, of Ulverston, 20 tons wood charcoal; Commerce, Jenkins, of Dublin, 50 chaldrons coals; John, Green, of Liverpool, 80 tons fire bricks; Fame, Angel, of Dublin, 80 chaldrons coals; Beginning, Francis, of Bristol, 454 pigs lead; Fletcher, Beswick, of Liverpool, 30 tons soap waste, 10 tons bones; Hope, Derbyshire, of Liverpool, sundries; Hawarden Castle, Connah, of Dublin, 82 chaldrons coals.

NPT-7

<https://newspapers.library.wales/view/3321990/3321993/12/beginning%20francis>

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The Cambrian

17th June 1809

« Previous Issue < Page 3 > Next Issue »

ers rushed towards the guard-bayonets, determined upon the comrades; but the two flank companies up to receive them, and press of the prisoners. A strong was quickly assembled, and with the crowd was dispersed, and the prevailed upon by their Officers quarters. An order arrived on removal of the prisoners to Bristol, tly carried into effect under a It is expected they will be tried

Two Thos. Eyles, for Liverpool; John and Mary, and Brothers, Meyler, for Hurry.
Newport.—Arrived, the Francis and Mary, Bewson, Harwood; Moderator, Belcher, and Newport, from Bristol, with sundries; Perseverance, from Bridgewater, with cider; Iron and Tin Trader, and Adventure, Towells, from Bridgewater, with Union, Cundy; Vine, Clark, from St. Ives, with Maria and Martha, Evans, from Waterford, with Princess Royal, James, from Cork, with pigs and Prudence, Richards; Mentor, Roberts; and Bee, from Cardiff; Beginning, Francis, from Lenby; Britton, Brown, from Chepstow; Matthew, Cope; Fly, Sants; Providence, Phelps; and Good Intent, Allen, from Gloucester; Thomas, and Susan, Welch, from Bristol.

NPT-8

<https://newspapers.library.wales/view/3320935/3320938/7/beginning%20francis>

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The Cambrian

16th March 1805 << Previous Issue < Page 3 > Next Issue >>

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ake, for Watchet; Dart, Jarmond; and Venas, Reeves, for Dartmouth, all with coal or culm.

Cardiff.—Arrived, the Castle, Clements; Friends, Richards; Hebe, Walters; and Charming Peggy, Harris, from Bristol; and Industry, Kenmure, from Falmouth, with sundries; Forrester, Jones, from Newport, with pig iron; Richard, Pinder, from Dublin; and Elizabeth, Gray, from Lynn, in ballast.

Sailed, the Rolla, Springall; Active, Nicholl; Mary, Thomas; and Dolphin, Sealey, for London; Forester, Jones, for Bristol; and **Beginning, Francis**, for Liverpool, all with iron; Devonshire, Rowell; and Eleanor Maria, Thomas, for Liverpool, with iron and tin; Castle, Clements; and Friends; Richards, for Bristol, with sundries; and Endeavour, Knight, for Padstow, with coals.

Carmarthen.—Arrived, the Industry, Roberts, from London; Navy, Rees; Howard, Davies; and...

NPT-9

Welsh Newspapers
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The Carmarthen Journal and South Wales Weekly Advertiser

19th October 1811 << Previous Issue < Page 3 > Next Issue >>

no was a partner
nt. In him the
erous gifts being
at, his house in
gatherer.
olonel Lawrence,
of the Strand,
Chaplain to His
late of Llwyn-
Isaac Griffiths,

from Pwllhely; Mermaid, Lloyd, from Newport; Morgan; and Letitia, Rees, from **Cardigan**.

Cleared out, the Lady Penrhyn, Jones; and Fanny, Thomas, for Pwllhely; Hopewell, Geo Fishguard; Hope, Williams, for Solva; Peggy and True Briton, Evans, for **Cardigan**, all with culm.

CARDIGAN.—Arrived, the Speedwell, Evans; Howells, from Bristol; Frances, Rees, from Pembroke; Sampson, Morgan; **Beginning, Rees**; and Dove, Jones, from Swansea.

Cleared out, the Elizabeth, Evans, for Bristol.

ABERYSTWITH.—Arrived, the Concord, Williams, from Pwllhely, with oak poles.

Cleared out, the Eleanor and Betty, Edwards; Cambria, Thomas; and New Gift, Hughes, for Dublin, with bark.

NPT-10

Welsh Newspapers
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The Cambrian

20th April 1811

« Previous Issue < Page 3 > Next Issue »

Sailed, the *Susannah*, Cuthers, from Cardiff; *Chopstow*, Harwood; Ann and Peggy, Waters; *Providence*, Brown; *Sampson*, West; Joseph and Elizabeth, Williams; Mary, Pugh; *Recovery*, Davies; John and Mary, Harwood; and *Abbey*, Madley, from Bristol.

Bristol.—Arrived, the *Camel*, Bell, from Malta; *Friends*, Warren, from Cadiz; *New Society*, —, from Tarragona; *Pomona*, Scott, from Alicant; *Young Peggy*, Perchard, from Jersey; *Gulph of Paria*, Parfitt; and *Berwickshire Packet*, Crosby, from Cork.

Entered out, the *Happy Couple*, Phillips; and *Nautilus*, Jenkins, for Swansea; *Tratagar*, Griffiths, for Neath; *Mary*, Harris, for Newton; and *Blessing*, Rees, for Tenby.

Liverpool.—Arrived, the **Beginning**, Rees, from Cardigan, with iron; and *Bee*, Davies, from **Cardigan**, with eggs, &c.

NPT-11

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000230/18020322/021/0004>

Hampshire Chronicle - Monday 22 March 1802

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SHIP NEWS.

SOUTHAMPTON, Mar 19.—ARRIVED. *Speedy*, Nicolle, from Jersey; *General Small*, Belin; *Alect*, Martiu; from Guernsey. *Johanna*, Higgs, from Hants de Grace. *Egyptian*, Wenman, from Waterford. *Redbridge*, Cuming, from Plymouth. *Union*, Barrow, from Bristol. *Eliza*, Hacker, from Ilfracombe. *Brothers*, Davy, from Looe. **Beginning** **Francis**; *Phoebe*, Lyon; from Haverfordwest. *Sarah*, Brokenshire; *Dove*, Ayling; from Gweek. *Anna Susan*, Holman, from Exeter. *Polly*, Deamon; *Sportsman*, Stanton; from London. *Eagle*, Purchase, from Barnstaple. *Olive*, Philip, from Cardigan. *Fair Briton*, Evans, from Pembroke. *Leda*, ...

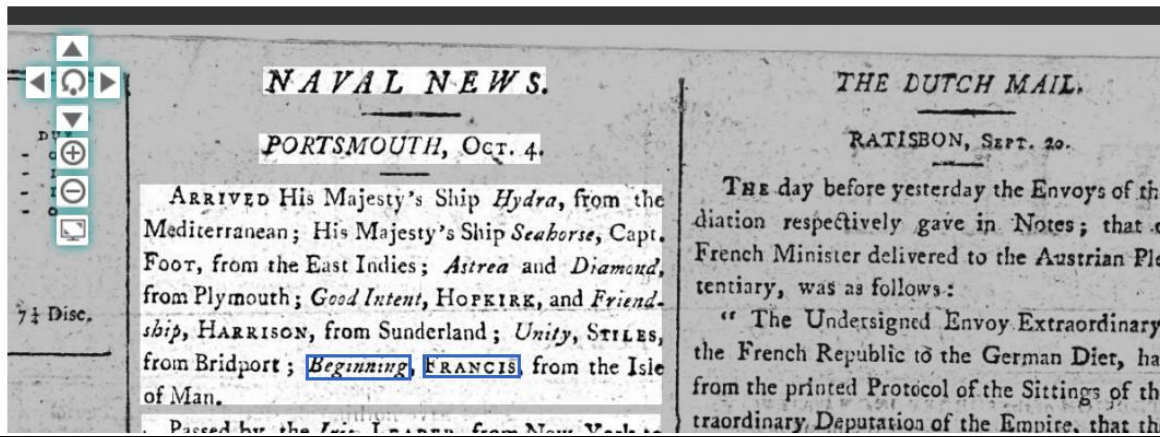
NPT-12

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Sun (London) - Tuesday 05 October 1802

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NPT-13

<https://newspapers.library.wales/view/3322570/3322573/12/Beginning%20francis>



NPS-1 Possible Advertisement for sale of Beginning in 1763

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000878/17630216/014/0003>

Dublin Courier - Wednesday 16 February 1763



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Master.

Ships and Vessels for Sale.

The **Sloop Beginning**, Old England Built, burthen 75 Tons well Found.

The Brigg Jacob, Burthen 135 Tons well Found three years Old to be seen at the North Wall.

Sloops from 30 to 60 Tons wanted to buy and to freight all sorts of Vessels bought and sold by the said Broker.

Thomas Hutchisson humbly hopes the favour of the Merchants having goods for any of the above ports, and begs to inform them he has absolutely engaged Coasters for the Isle of Man, Derry, Belfast, Corke and Waterford to take in im-