

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



Similar smack

Christiana of Cardigan

Report compiled by:

Graeme Perks

Report Title:

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*Christiana***

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales , the circumstances of their loss, details of the owners and crew, the cargo carried and their history. The Christiana was a smack of 25 tons built in Pembroke by an unknown builder in 1857 and registered at Milford by the first owner Rogers & Co. The use of Christiana in her early years is unknown except she was shown as a Milford Coaster, until after her sale to John Thomas of Aberporth and her re-registration at Cardigan and use as a Cardigan coaster. Christiana made voyages carrying coal, culm, bricks and timber around West and South Wales, only colliding once with another vessel. Christiana changed ownership again in 1875 to Woodward & Co brickmakers in Cardigan and caught fire there one night while unattended. The next change of ownership for Christiana was 1892 when Evan Jenkins of the Pentre Arms, Llangranog became the managing owner and the crew were rescued for the first time from the Cardigan Bar by the Cardigan lifeboat. Christiana continued carrying coal and culm often for the lime kilns at Llangranog. Christiana was wrecked in 1896 at Cardigan in a NW gale after the crew had been rescued by the Cardigan lifeboat.

2.0 Index

2.1 Table of Contents	Page No.
1.0 Abstract -----	3
2.0 Index -----	4
2.1 Table of Contents	4
2.3 List of Pictures	5
2.4 Contributors	5
2.5 Abbreviations	5
3.0 Introduction -----	6
4.0 Background -----	7
5.0 Research Methodology -----	10
6.0 Results -----	12
7.0 Analysis -----	28
8.0 Conclusions & Recommendations -----	30
9.0 References -----	33
Appendices:	
Appendix A – LR entries for Christiana -----	32
Appendix B – Time line for Christiana -----	33
Appendix C - List of Ports locations -----	42
Appendix D – MNL entries -----	43
Appendix E – Appropriation Book entry -----	45

2.3 List of Pictures

Page No.

Front Cover: Smack similar to Christina -----	1
Fig. 1 Poppit Beach, Cardigan -----	9
Fig. 2 Pembroke engraving showing shipyard -----	27
Fig. 3 Llangrannog beach -----	43
Fig. 4 A smack under sail (modern picture) -----	46

2.4 Contributors

Madu

2.5 Abbreviations

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
LR	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
RNLI	Royal National Lifeboat Institution
w/e	week ending
URL	Uniform Resource Locator

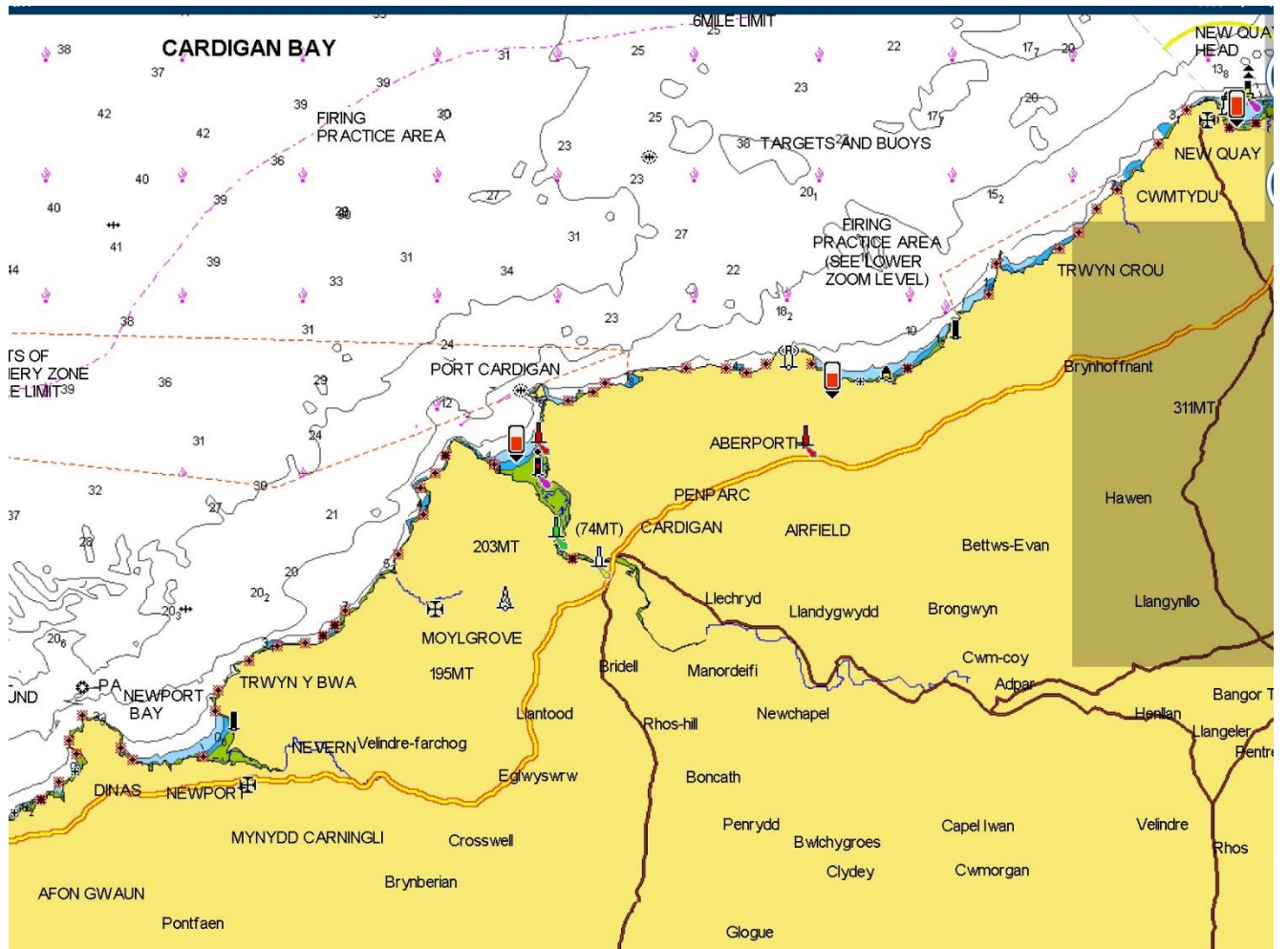
3.0 Introduction

- I selected Christiana to research because I had not researched a smack before or anything so small and I was interested to find out what information was available. I was surprised to realise she had two entries in the record some years apart.
- The Christiana was a wooden smack of 44 feet 3 inches long, 14 feet 6 inches breadth and 7 feet draught, 25 tons gross tonnage.
- The voyages of Christiana are poorly recorded particularly while she was registered at Milford. When she moved to Cardigan there is more detail including a collision with a steamer leaving Swansea, when she caught fire overnight at Cardigan whilst unattended. She was overcome by the severe weather in 1892 when she finished up stranded on Cardigan Bar after the crew of two had been rescued by the Cardigan lifeboat. In 1896 she was again overcome by severe weather and after the two crew had been rescued by the Cardigan lifeboat was wrecked on Poppit beach, Cardigan.
- The first occasion in 1892 she was sailing from Carnarvon to Llangranog carrying manure when a moderate NW gale forced her onto the Cardigan Bar where she stranded after the rescue of the crew. The Christiana was re-floated for further use but the cargo was ruined.
- The second occasion she was sailing from Cardigan to Goodrich with a cargo of bricks when a severe gale force 9 overtook her and she sprung a leak off Newport Head early in the day, and had had her foresail and jib carried away, so that she had to bear back to the spot where she was at anchor off Poppit Sands Cardigan. The crew were again rescued by the Cardigan lifeboat when the water was over the floor inside and she was left at anchor. The anchors parted and she was driven ashore becoming a total wreck.
- There are two entries in Coflein for the Christiana the 1892 has little detail only a report from Lloyds List that she had been lost on the coast of Cardigan bay.
- The second for 1896 has more detail about her, an approximate site for her wrecking and an account of her distress. I could find no other research concerning Christiana.
- There is no record of any survey or remains on Poppit sands.
- There is no record of any salvage being carried out but the owners of the bricks were probably in Cardigan and may have recovered any that were not ruined.

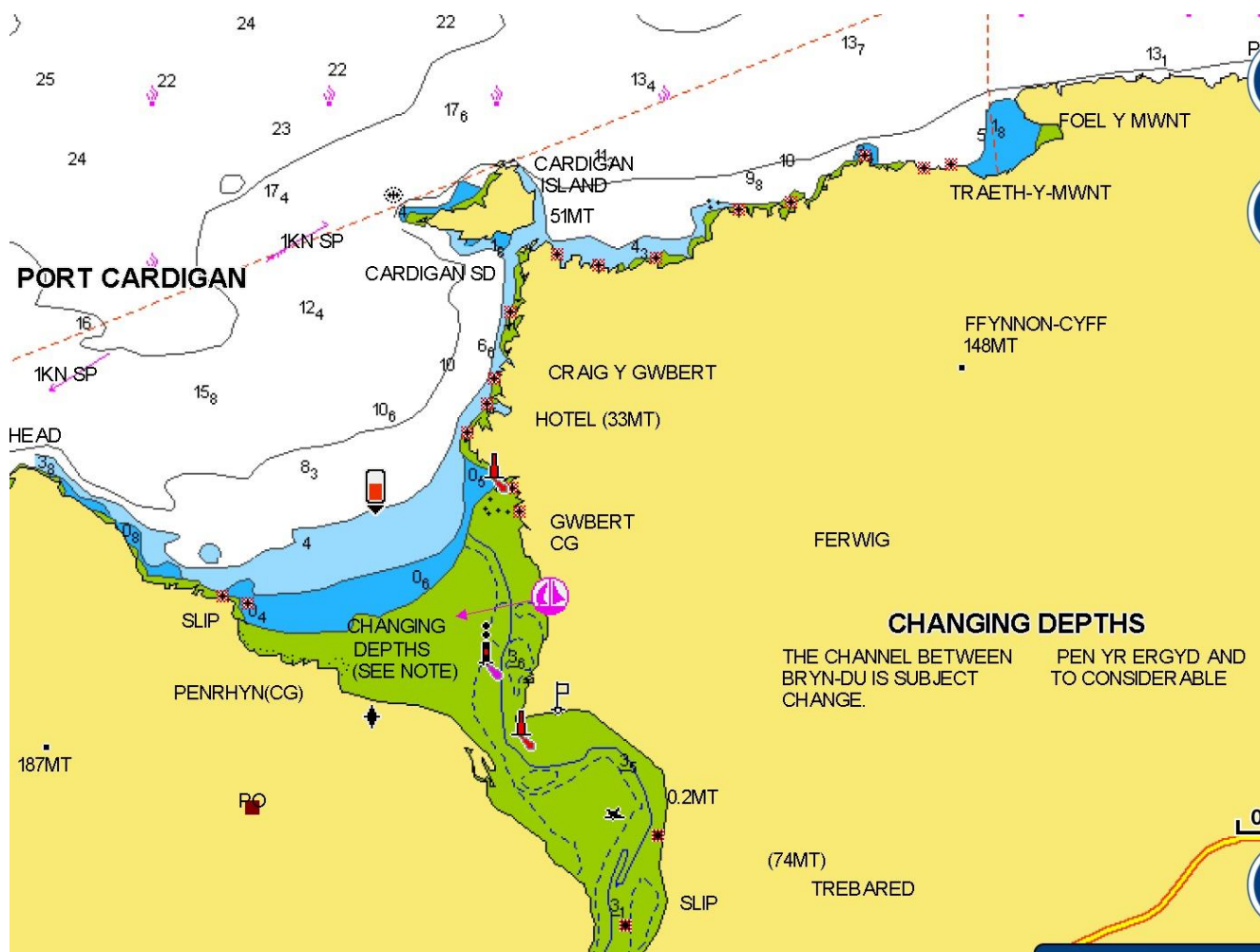
4.0 Background

When I started this research I knew that Christiana was a smack, built of wood in 1857, that was involved in an incident on 22nd September 1896 on Poppit Beach, Cardigan, Cardiganshire. During my research I also realised that she was involved in another incident on the coast in Cardigan bay on 3rd May 1892.

Cardigan Bay near Cardigan



Entrance to Cardigan



Now silted up with moving sands

Poppit Sands, Cardigan, at the entrance to Cardigan



Fig. 1

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster than the maximum of 18mb sometimes achieved. The Lap top uses bling search engine but I also use Goggle.

I searched Lloyds Register of Shipping (LR) for "Christiana" looking for details of her dimensions, master, builders and owners in 1858, I found a match. Then I searched the LR ships plans and surveys, looking for any plans, correspondence or survey reports and found no match. I search LR each year from 1858 to 1896 looking for changes in the record for the vessel.

I searched the Crewlist Project for " Christiana" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I then searched each year from 1858 to 1896 looking for changes in the record for the vessel. I followed the link to crew lists they are not available on line, almost all are held by the Maritime History Archive in Newfoundland. The National Archives may hold the lists for 1862 ref. BT99/113 and 1888 ref. BT99/1553. The Pembrokeshire archives hold the lists for 1880 and 1881 ref T/RS/1880.

I searched The British Newspaper Archives for "Christiana Williams", "Christiana Thomas", looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a number of matches. To make the search efficient (thousands of possible matches) I only searched in Lloyds List and the Shipping and Mercantile gazette. I then searched "Christiana Hurlow" , "Christiana Bowen", with no matches. I afterward searched " Woodward Cardigan" looking for details of one of the owners of Christiana and found matches. They were the owners when Christiana caught fire in Cardigan having a cargo of bricks and they are brick manufacturers. I searched "christiana Qillam" to check if the early sailings of Christiana to the Northwest, Ireland and the Isle of Man could have been another vessel registered in Douglas. There were a number of matches for this 50 ton schooner in this period.

I searched Welsh newspapers on line for "Christiana" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a number of matches.

I searched Coflein site for "Chistiana" and found a match looking for any details of the wreck and a chart.

I searched Google for "Pentre Arms" because this was the address of the last owner of Chistiana, Evan Jenkins and found a match for the present day and also its history. In the history it mentioned that Evan Jenkins who was the Licensee owned a smack Ocean that was wrecked in October 1895. I searched The British Newspaper Archives for "Ocean" and found a match. This mentioned the reason that culm was transported to Llangranog was to fire the lime kilns. I searched Google for "lime kilns Llangranog" and found a match. I also searched "smack Christiana of Cardigan" and found a match in www.glen-johnson.co.uk for a newspaper report of the rescue of the crew by the lifeboat in May 1892.

I did not have sufficient details of the masters and other owners to identify them from a search.

6.0 Results

Vessel	Name/s	Christiana	
	Type	Smack	
		Cargo	
Built	Date	1857	
	Builder	Unknown	
		Pembroke	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	44 ft	3 ins
	Beam	14 ft	6 ins
	Draught	7 ft	0 ins
Tonnage	Gross	25	
	Net		
Owner	First	Rogers &	
		Milford	
	Last	Evan Jenkins	
		Pentre Arms, Llangranog	
	Others	John Thomas, Aberporth, Cardigan-Woodward & Co, Cardigan	
Registry	Port	Milford and Cardigan	
	Flag	British	
	Number	18735	
History	Routes	Coast of Wales and to Ireland	
	Cargo	Bricks, culm, coal and wood	
Final Voyage 1	From	Carnarvon	
	To	Llangranog	
	Captain	D. Williams	
	Crew	2	
	Passengers	None	
	Cargo	Manure	
Wrecking	Date	3/5/1892	
	Location	Cardigan Bar	
	Cause	NE moderate Gale force winds	
	Loss of life	None – rescued by Cardigan lifeboat	
	Outcome	Re-floated	

Final Voyage 2	From	Cardigan
	To	Goodrich
	Captain	D. Williams
	Crew	2
	Passengers	None – rescued by lifeboat
	Cargo	bricks
Wrecking	Date	22/9/1896
	Location	Poppit Beach, Cardigan
	Cause	Severe Gale force 9 NW winds
	Loss of life	None – rescued by Cardigan lifeboat
	Outcome	Wrecked - Total Loss

Shipping and Mercantile Gazette - Wednesday 24 June 1874

BURRYPORT—June 23 SSW, strong, with heavy rain. Put in windbound—The Christiana, Thomas, from Llanelly for Cardigan.

The Cambrian 10th September 1875

SHIPPING CASUALTIES. The smack Christiana, of Cardigan, and the steam-tug Balmoral collided on Tuesday morning outside Swansea Harbour, both receiving considerable damage.

The Cardigan Observer and General Advertiser for the Counties of Cardigan Carmarthen and Pembroke 8th June 1878

VESSEL ON FIRE.-About half-past 3 on Tuesday morning last, as two men employed to coal the bunkers of the s.s. Sea Flower were on their way to the Cambrian Quay, they observed that the smack Christiana, owned by Messrs. Woodward & Co., and moored alongside Lloyd's Wharf, with a cargo of Bricks, was on fire. An alarm was immediately given, and a number of willing hands were soon on the spot, who, under the command of Capt. Davies, of the Sea Flower, succeeded in confining the fire to the aft portion of the vessel. The cabin and its contents, as well as a portion of the deck, boom, main sail, and some warps, were destroyed. The damage is estimated at about £ 150, and the cause of the fire unknown, as none of the crew were on board

Shipping and Mercantile Gazette - Thursday 13 June 1878

Christiana. —Report David Thomas, Master of the smack Christiana, of Cardigan, 25 tons, for Dublin (50 tons of bricks):—On June 5, at 3 a.m., tide low water, wind N.W., steady, the vessel was lying alongside of Lloyd's Wharf, Cardigan, with all the cargo shipped and ready for sea. The Master and Crew left the vessel (as usual when alongside of Cardigan quays) at 6 p.m. on June 4, after locking up all hatches, to go home to sleep, intending to sail at morning's tide. About 3 a.m. a fire broke out in the cabin, and before it could be extinguished it burnt the whole of the afterpart of the vessel from main beam, mainboom and mainsail, effects of Master and Crew, ship's papers, &c. The Crew of the steamship Sea Flower (lying alongside same wharf) assisted materially in the fire. I cannot say how the fire took place, but I believe there must have been heating of cabin funnel or fire hanging behind the stove, although I extinguished the fire in the cabin at P.M. the previous day.—Cardigan,

The Aberystwith Observer 27th November 1880

SHIPPING INTELLIGENCE. Christiana to Aberystwyth, has put into Milford Haven, making water.

The Western Mail 8th September 1890

PRESENTATION FOK BRAVERY AT CARDIGAN. On Friday evening a public meeting was held at the Guild-hall, Cardigan, under the presidency of the mayor (Mr. O. Beynon Evans), to present Mr. Thomas Owen, of Cambrian Quay, carpenter, with the bronze medal and certificate of the Royal Humane Society for saving the life of Captain David Thomas, of the smack Christiana, from drowning, under peculiarly dangerous circumstances and at great risk to himself, on the night of the 19th of July last. Captain Thomas had fallen over the quay at 11.30 in the dense darkness which prevailed at the time. Hearing a noise in the river, Owen, who was close by without a moments hesitation, jumped into the water and succeeded in grasping the drowning man and holding him until assistance arrived, when both were rescued in a very exhausted state. Owens being a member of the local Volunteers, the presentation was made by Colonel Picton Evans, commanding the 1st V.B. Welsh Regiment, who warmly congratulated Owens on his bravery and pluck. The recipient of the medal returned thanks, and in doing so said if occasion arose he hoped to be always found willing to do his utmost in saving life. The medal and certificate were obtained through the exertions of Mr. William Joseph, who forwarded the merits of the case to the

society and prepared the necessary evidence of the witnesses, &c. This is, we understand, the fourth life that Owens has saved from drowning.

Lloyds List 3 May 1892

The report printed in Lloyds List noted that the Christiana had been lost on the coast of Cardigan Bay.

Aberystwyth Observer May 12 1892

LIFEBOAT SERVICES NEAR CARDIGAN. On Tuesday of last week information reached Mr David Rees, Ferry Inn, St Dogmells, coxswain of the Cardigan lifeboat, that a vessel was in the bay apparently in distress. He at once proceeded to the lifeboat-station, summoned the crew. and the boat was sent on her journey. The vessel, which was the smack Christiania, from Carnarvon to Llangranog, with a cargo of manure, had only a crew of two elderly men. She rapidly neared the breakers, and finally stranded on the Pembrokeshire side of Cardigan Bay. with the waves dashing right over her. Owing to the position of the vessel and the state of the sea, the lifeboat had to pull out on the Cardiganshire coast before returning to the rescue. The crew were, however, safely landed, the lifeboat behaving splendidly throughout. The two men were taken in hand by Mr Backham, chief officer of coast-guards, and most hospitably entertained by him. The vessel now lies safely where she stranded, but the cargo is completely spoiled. Great praise is due to the coxswain and crew of the lifeboat for the promptness displayed in launching- the boat.

THE LIFE-BOAT 1st NOVEMBER, 1892

CARDIGAN.—On the 3rd May, the crew, consisting of two men, of the smack Christiana, of Cardigan, were safely landed by the Life-boat Lizzie and Charles Leigh Clare, their vessel having stranded on the West side of Cardigan bar, in a moderate gale from the N.E. with a choppy sea, and being in considerable danger of becoming a total wreck.

The North Wales Chronicle and Advertiser for the Principality 7th January 1893

LIFEBOAT SERVICES IN WALES. THE RECORD OF 1892. The lifeboats of the Royal National Lifeboat Institution, of which there are now 305, have been

unusually busy during the past year, which has been a stormy and unsettled one. The boats, manned by their gallant coxswains and crews, were called out on service as many as 335 times resulting in the rescue of 834 persons from the peril of drowning, and, humanly speaking, in the, majority of cases, from death its self. The details of the services affecting the Welsh district are as follows;— Schooner *Rose*, of Carnarvon, 3; ketch *Mary*, of Aberystwyth, 3 pilot-cutter *Pollie*, of Cardiff, saved vessel: smack *Christiana*, of Cardigan 2.

South Wales Daily News 23rd September 1896

VESSEL IN DISTRESS IN CARDIGAN BAY. With the morning tide of Tuesday the smack *Christiana*, of Llangranog, left Cardigan Harbour in tow of the s.s. *Sea Flower*, of Goodwick, with a cargo of bricks. A few hours afterwards a strong westerly gale sprang up, and the *Christiana* had to bear back for shelter, anchoring midway between Penrbyn Castle and the mouth of the Teivy. Between 4 and 6 o' clock signals of distress were given, and the lifeboat went out and brought the crew ashore, leaving her riding heavily at her anchors.

Evening Express 23rd September 1896

CARDIGAN LIFEBOAT TO THE RESCUE During a heavy gale on Tuesday the Cardigan lifeboat *Lizzie* and Charles Leigh Clare rescued a crew of two from the Cardigan smack *Christiana*, laden with bricks. The vessel was anchored and rolled heavily.

Evening Express 23rd September 1896

WRECK NEAR CARDIGAN.

GALLANT RESCUE OF THE CREW.

The smack *Christiana*, bound from Cardigan to Goodwick, with a cargo of bricks, was on Tuesday afternoon observed in the bay flying signals of distress about three-quarters of a mile from the house. A signal rocket was fired from Penrhyn Castle at five minutes to four. and answered by two guns at the coastguard station at St. Dogmael's, over two miles away. The lifeboat crew at once assembled, and with such despatch that the boat was alongside the ship before five o'clock and the crew of two were rescued. The smack, although evidently making water fast, was brought up to her anchors a short distance from the land

amid one of the severest equinoctial gales experienced on the coast for many years, but, her anchors parting, the vessel was driven upon the sands between the bar and the Black Rocks, where she has become a complete wreck, and was fast breaking up on Wednesday evening.

South Wales Daily News 24th September 1896

LIFEBOAT SERVICES AT CARDIGAN. The smack *Christiana*, from Llangranog, reported in our issue of Wednesday as being in distress in Cardigan Bay on Tuesday night, and the men taken off by the lifeboat. parted her cables about 11 o'clock that night, and was driven ashore by the force of the gale on the Pembrokeshire side of the, Cardigan Bar, near a spot known as the Black Rocks, on Poppit Sands, and has become a total wreck. It appears that the vessel had sprung a leak off Newport Head early in the day, and had had her foresail and jib carried away, so that she had to bear back to the spot where she was at anchor. The water was even with her cabin floor when the crew left her in the lifeboat. The coxswain of the lifeboat and crew deserve commendation for their promptness in this case. The signal of distress was given at 4 p.m., and though the coxswain and some of the crew have nearly three miles to go to the boat, yet it was launched and got alongside of the vessel by 5 o'clock, after covering a distance of about three-quarters of a mile from the boat house to the ship.

Woodward and Co., of Cardigan

The Cardiff Times 14th August 1875

BURSTING OF A RESERVOIR AT CARDIGAN. About eleven o'clock on Tuesday the town of Cardigan was thrown into a state of much excitement and terror through the bursting of a reservoir capable of holding seven or eight acres of water at New Mill. It was erected about a year ago for the use of the brickworks. Much damage was also done at the brickworks everything which impeded the wild progress of the waters was lost. It is estimated that the water must have risen a height of 15 feet, in the majority of cases it had risen up to the Level of the first floor of the houses, and were it not for the almost superhuman efforts of the distressed to save themselves and their relatives, it would undoubtedly be our sad duty to chronicle a long list of death. (Edited)

South Wales Daily News 20th August 1875

THE RECENT CALAMITY AT CARDIGAN. On Wednesday a public meeting, presided over by the Mayor, Mr Asa D. Evans, was held to promote a scheme for the relief of those who suffered from the bursting of the reservoir a few days ago. A committee was appointed. It was announced that Messrs Daniel Jones and Co., of Swansea, had sent £5; Mr John James, 23, Ormsgate-street, London, £10; the Rev R. Miles, £ 150; Messrs Woodward and Co., who constructed the reservoir, £156. Subscriptions to the amount of £400 have been already secured.

The Welshman 15th October 1875

THE LATE CALAMITY IN CARDIGAN. It will doubtless be fresh in the memories of our readers that a sad calamity befell certain portions of the town of Cardigan on the 10th of August last, owing to the bursting of the Capel Reservoir, which had been constructed by Messrs Woodward and Co., the lessees of the Brickworks, as a motive power for their water machinery, and which on its bursting carried in its course great destruction to property, and occasioned the loss of two lives.

The Aberystwith Observer 16th October 1875

THE LATE CALAMITY AT CARDIGAN. The Town Council and Borough Magistrates at Cardigan, having taken no action in the matter of the bursting of the Capel reservoir, belonging to Messrs Woodward and Co., brick and tile manufacturers, which caused so much destruction of property and the loss of two lives, the justices of the Lower Division of Troedyrour. assembled in Petty Sessions, resolved to memorialise the Home Secretary to order an enquiry to be made into the matter. A copy of the memorial was forwarded to the company, together with a letter to the effect that M Cross was willing to grant an enquiry to be made provided the company would sanction the proceedings, the reservoir in question being private property. Messrs Woodward and Co refused to give the required sanction, and a kind of indignation meeting of the council was convened by the mayor on Tuesday last, to take into consideration the action of the county justices, it being felt by him that the authority of the council and borough magistrates had been ignored. The meeting was a somewhat stormy one, cowardly and unmanly words being frequently applied to the county justices. A copy of the memorial, signed by C. M. Griffith, W Buck, and I. H. Breuchley, Esqrs, was read, as was also a large mass of correspondence between the

justices and the Home Office, and between the justices and Messrs Woodward and Co. The following resolution was ultimately adopted, Aldermen Jenkins and Davies, Mr W. P. Evans, and Mr Lev, James refusing to vote either way :— That the council, while unwilling to attribute to the county magistrates themselves unworthy motives, regard with regret and disapprobation their recent under-handed, inexpedient, and unwarrantable application to the Home Office. That the council, though deploring the disaster which resulted in the over flow at Capel Pond, deeply sympathise with the company as well as the numerous sufferers, because there do not appear to be any of the elements necessary to constitute criminality on the part of the company. That under the circumstances the council hope and trust the Home Secretary will not accede to the prayer of the justices' memorial for a, public enquiry, which would result most prejudicially to the peace and prosperity of the trade of the town and port of Cardigan.

The Cambrian News and Merionethshire Standard 19th May 1876

CARDIGAN LOCAL INDUSTRY.—On Saturday, May 13th, Messr. Woodward and Co., exhibited some splendid specimens of their pottery, at the Corn Market. The exhibition testified that the clayey soil of this neighbourhood can be made, under enterprising management, a source of great commercial wealth. There were exhibited a pair of busts of Shakespeare, a lion couchant, a figure of a child, some handsome vases and pedestals, together with a variety of pots, jars, pans, jugs, &c., and it is only fair to this energetic firm to say that the exhibition was a highly. creditable one. The exhibits, both in appearance and "ring," were excellent, Messrs Woodward's pond, it will be remembered, burst a few months since under a most extraordinary pressure of water, they now intend to make another and a more substantial structure, and also a tramway from their extensive works the banks of the river Tivy. If all goes on well Cardigan will become a centre of clay manufactures.

The Cambrian News and Merionethshire Standard 4th May 1877

CARDIGAN. CARDIGAN WARE.—On Saturday, April 28, Messrs. Woodward and Co., of the Cardigan Brick, Tile, and Pottery Works offered for sale, in the Corn Market, a splendid collection of their red and glazed ware of every description. Worthy of notice was a large rustic chair, and an exquisitely-designed and executed Bijou flower basket and contents, both in terra cotta. The standings during the day were visited by hundreds of persons, and large sales were effected. The sales will be carried on every Saturday until further notice.

The Cambrian News and Merionethshire Standard 28th September 1877

CARDIGAN BRICK AND TILE WORKS. — The following communication was received by Messrs. Woodward and Co., from their Dublin agent, on Thursday, the 20th September :—" I am happy to tell you that the approval of the Board of Works of Ireland has been obtained to your bricks being used in all Government buildings under charge of the Board. Send on first consignment of 100,000 as soon as possible.

South Wales Daily News 16th July 1878

CAMARTHESHIRE ASSIZES. Lord Chief Justice Coleridge took his seat at 10.30 on Monday morning.

A CLAIM TO RECOVER FOR WRONGFUL DISMISSAL.**JENKINS V. WOODWARD & CO.**

This was an action brought by John Jenkins, a potter to recover, £108 damages; from Messrs Woodward and Co., pottery proprietors, Cardigan, on the grounds that he was wrongfully dismissed from his situation as manager of the defendants works. For the plaintiff were Mr W. Bowen Rowlands (who opened the proceedings) and Mr B. T. Williams, Q.C., M.P., instructed by Mr W. M. Griffiths, Carmarthen; and for the defendants, Mr James Bowen, Q.C., and Mr Brynmor Jones, instructed by Mr W. W. Smith, Cardigan. Mr B. T. Williams, in his opening address to the jury, said his client was well-known as a skilful and trustworthy professor of the ancient art to which he had been devoted since his boyhood. The defendants carried on pottery works at Cardigan, Mr Woodward, who had formerly been a carpenter, and had been raised to the dignity of partnership by Mr Miles because the latter gentleman understood nothing himself of the pottery business, appeared to have conceived a jealousy of Mr Jenkins, on account of the trusted position he was attaining under Mr Miles, and this, no doubt, was the chief motive which influenced him to dismiss Jenkins wrongfully and without notice. The defendants now alleged, in justification, that plaintiff had destroyed their goods and chattels by burning certain wood, that he had tempted their servants to neglect their work or leave their employment, and lastly, that he was not skilled in his business. But the fact was, that not a word was said of all this when the man was dismissed. Woodward then merely alleged that Jenkins had been spreading false reports about him. They knew well that Jenkins was a skilled and faithful servant, for as far back as the year 1876 he had been engaged at their brickworks, and on the 10th April, 1876, they employed him as

foreman of their pottery works at a salary of £2 a week, with a house rent free. So well did he do his duties that he was again promoted, and entered into another agreement in November, 1877, with Messrs Miles and Woodward, by which he became manager of their pottery works, his remuneration to be 8s for every pound's worth of goods he turned out of the kilns in good condition, the proprietors to supply fuel in good condition, and to make good any loss by accident, &c., lest Jenkins should suffer through not having proper fuel or machinery. In each agreement it was stipulated that three months' notice should be given on either side before the engagement could be terminated. The Plaintiff, who is now foreman of a tinworks in Llanellv then gave evidence. In cross-examination, he admitted that much of the timber which he burned consisted of what are called "drying- shelves," of which he used 300 or 400, but Mr Miles permitted him to burn them the first time he did so, and they were never burnt except when Mr Woodward neglected to supply the dry furze generally used as fuel in pottery kilns. He also admitted telling D. Duncan, a foreman, when the latter first came there, that Woodward was the worst master he had ever worked for. The witness called for the defence deposed to plaintiff's tampering with the other men, persuading them to leave Woodward, not giving them proper attendance, and so preventing them doing a good day's work. The habitual burning of the shelves were also spoken to the defendants, in their evidence, denied having given general permission to plaintiff to use the shelves. When under the former agreement with defendants plaintiff told one of the witnesses that he was a fool to do as much work as he did and on one occasion it was stated that plaintiff prevented one of the witnesses covering the furnace, when the flame therefrom endangered the safety of the shed. He told the men that the works would soon be closed; that they would be summarily dismissed, but that they were not to put up with that, but should put Woodward in the hands of the lawyer, who would "soon punch a few pounds out of him." After the addresses of counsel on both sides, His Lordship, in summing up the case to the jury said the defendant had given up the charge of unskilfulness. The question was whether the shelves were unnecessarily destroyed. If so, the plaintiff should lose, as he destroyed all relation between employer and employed by such gross misconduct. Then arose the question whether he had incited the men to leave defendants employ. If either charge was proved, the defendants were justified in dismissing plaintiff. If the defendants knew of this conduct, yet promoted the plaintiff, in the agreement of November they did, Woodward must have been under a strange delusion. The jury must decide whether such inconsistency were possible, and decide the amount of damages, if any. A verdict was given for the plaintiff, with £40 damages.

Weekly Mail 5th April 1879

CARDIGAN. THE CARDIGAN BURIAL BOARD met on Tuesday afternoon in the council chamber, under the presidency of Mr. Thomas Davies, Bank Bouse. The following members were also present: Messrs. Levi James, W. Picton Davies, James Williams, and John Lewis. Mr. Evans, one of the clerks, reported that the work of erecting the cemetery walls on the Netpool was being continued, and would soon be complete.—Messrs. Miles, Woodward, and Company, of the Cardigan Brick, Tile, and Pottery Works, sent a letter to the board, offering to give a guarantee for 50 years of the superior quality of the material supplied to the contractors, which, after some discussion, was accepted.

The Cambrian News and Merionethshire Standard 25th April 1879

HER MAJESTY'S DOCKYARD AT PEMBROKE DOCK AND CARDIGAN BRICKS.—Messrs. Miles, Woodward, and Co. have again this year been successful in obtaining the contract for the supply of bricks, pottery, &c. to this dockyard.

The Cambrian News and Merionethshire Standard 14th November 1879

THE PORT OF CARDIGAN. The newly-elected Mayor of Cardigan, Mr. William Woodward, signalled his accession to office on Monday by a practical suggestion of much wisdom. He proposed that efforts should be made to dredge the river Tivy, and to secure a constant attendance in the bay of three or four licensed pilots. It is to be hoped that the Mayor and Corporation will not lose sight of this matter. That the port, though small, does a nice little trade, is testified by the fact that 30,000 tons of materials are exported annually. In addition to this there is a fair import trade done by steamers. And as a railway is to be extended from Crymmych Arms to Cardigan, it is time for the authorities to bestir themselves if they mean to compete with the locomotive. Water carriage is cheap, and if the river Tivy were dredged, as is proposed, it might become famous for something else besides salmon. The Mayor thinks the dredging of the river would cost £1,000, and a penny per ton levied on the trade of the port would yield over £120 per annum. There is a large extent of country at the back of Cardigan to be supplied, and doubtless the burgesses will show some energy in assisting to carry out the scheme proposed by the Mayor.

The Cardiff Times 1st May 1880

CARDIGAN. NEW BOROUGH MAGISTRATES,—The following gentlemen have been placed on the commission of the peace for the borough :—Messrs W, Picton Evans, Levi James, J. Henry Miles, and William Woodward, the present mayor.

The Cambrian News and Merionethshire Standard 7th January 1881

CARDIGAN TOWN COUNCIL. A meeting was held in the council chamber, on Thursday, when the mayor (Mr. Lewis Evans) occupied the chair. A resolution having been passed instructing the town clerk to prepare immediately the transfer deed of the site of the new reservoir on the Commons from Mr. James Williams to the corporation, Councillor W. Woodward rose and asked permission to reply to Alderman Jenkins's explanatory remarks on the alleged excessive expenditure of the ratepayer's money in the erection of the public buildings in 1857, but no sooner was Mr. Woodward on his feet than a large majority of the members present expressed themselves determined to nip the unprofitable discussion in the bud, Alderman T. Davies remarking that the council chamber was not the .place for such interruptions to the transaction of public business. Several other members were loud in their cries of order, and in a division as to whether Mr. Woodward should proceed, two voted for the affirmative, and quite a "force of eager hands" for the negative, Mr. Woodward being therefore compelled to abandon his intention of continuing the strife in the Council meetings, but he expressed his intention to address the ratepayers publicly in the matter, and after asking the Mayor whether he was the Mayor of the whole council or a section thereof, Mr. Woodward left the room, at the same time remarking that he would not again take any part in corporation We should add that Alderman Jenkins was not present at this meeting. Posters have since been issued announcing a public meeting of the ratepayers, to be held in the Guildhall on Wednesday evening next. when Mr. Woodward will deliver his address.

South Wales Daily News 19th January 1881

CARDIGAN. A Boon TO THE POOR. The present hard, weather having set in so suddenly, Mr Woodward, ex-mayor, called a meeting together for the purpose of distributing among the poor of every denomination the £24 balance in his hands from the fund collected during his mayoralty last year. Cheques were handed to the officers of each chapel and in church for distribution among their respective poor. Mr Woodward, out of the fund collected by him, distributed £64.

South Wales Daily News 22nd April 1881

CARDIGAN. MARRIAGE REJOICINGS.—ON Wednesday last this town was gaily decorated with flags, mottoes, evergreens, &c., on the occasion of the marriage of Mr. John Henry Miles, one of the partners in the firm of Miles, Woodward, and Co., Patent Brick, Tile, and Pottery Works, to Miss Slogget, at London.

The Cardigan Observer and General Advertiser for the Counties of Cardigan Carmarthen and Pembroke 29th October 1881

To the Editor of the CARDIGAN OBSERVER. DEAR SIR, I have just received the enclosed from Mr. Whitley, the engineer of the proposed River Improvement. Have the goodness to insert the same in your issue of to-day, and oblige. Yours faithfully, Cardigan, Oct 28th W. WOODWARD, [COPY.]

RIVER TIVY IMPROVEMENT. Lion Hotel, Cardigan, Oct. 27th, 1881.

DEAR SIR,—Since my arrival here, yesterday, I have been given to understand that it has been stated that the proposed plan for the Improvement of the River Tivy, below Cardigan, will, if carried out, prove injurious, to a great extent, to the salmon fishery in the river, owing to the construction of a training wall along the course of the navigable channel being an impediment to the fishermen drawing their nets. If this be the case it follows, as it is absolutely necessary in any improvement to deepen the channel, and confine it to one course, which can only be done by training walls, that the interests of the shipping should not be considered for fear of damaging those of the fishermen, but I am far from admitting that these interests are incompatible, and they have been both fully taken into consideration. In the report accompanying the scheme submitted to your committee, it is expressly stated that the new channel is laid down on a curve, in order to avoid the necessity of more than one wall. The result which will be obtained is that the deep water will cling to this curve, leaving a flat slope on the Pembrokeshire side the whole length of the channel, in which the nets may be drawn with ease, thus affording the same, if not greater facilities than exist at present. The training walls themselves will be a low rubble mound or facing to the Cardigan side of the channel, not higher than may be necessary to confine the low water to one course, and to prevent the scour cutting the banks away, as the river, in its present state is now doing. Such walls have been fully used, with most beneficial results, in other rivers in which salmon fisheries are successfully carried on, such as the Tay, and, in a lesser degree, the Camel, and I am not aware that their construction has proved to be of the slightest injury to the

fisheries in those livers. I may add that, if found desirable, the front of the training mound may have the stones smoothly hand set, in which case the nets may be drawn up the slope without injury, but I feel assured it will not be necessary to go to this additional expense, as the sand will most probably cover a portion of the foot of the mound. I would also point out the well-known fact that the main fishing ground is below sandy point and above ferry point, at which portions of the river it is not proposed to place any training mound, and they therefore remain as they are at present. On a careful further consideration of the subject I consider that no injury will be caused to the Salmon Fishery, but that they will participate in the benefit that will arise by doing away with the bars which are such an impediment to the navigation, and by restoring the deep water channel to the course it occupied a century ago.

Yours faithfully, H. MICHELL WHITLEY. Wm. Woodward, Esq.

The Aberystwith Observer 23rd August 1884

NICHOLAS—WOODWARD.—August 14th, at S6: Augustine's Church, Penarth, by the Rev Mir Roderick, Mr J. W. Nicholas, Brecon Old Bank, Cardigan, to Mary Ann, eldest daughter of Mr W. Woodward, Caerleon House, Cardigan.

South Wales Daily News 28th May 1887

VALUABLE PROPERTY SALE AT CARDIGAN. On Thursday afternoon, at Cardigan, Messrs Fielder, Rich, and Son, in conjunction with Mr William Woodward, offered for sale by public auction a number of valuable freehold farms and other property, part of the Priory estate. The principal lots disposed of were :— Canllefaes Farm. Mr Williams, Treferra, £2,000; Ffynonwen Farm, Mrs Parry (the tenant), £1,650; Treprior Farm, Mr Alban Lewis, Crynga newydd, £3,900; Heollasfawr, Mr Richards, Blackwall, Aberavon, J31,250 Pencraig Farm, Mr Wm. Lewis, Brecon Old Bank, £950; Rhydyfowch, Mary Nicholas, Pantygwyddil, Llanfyrnach, £1,206, Several building plots were also disposed of. The premises of the Brecon Old Bank were withdrawn, the bidding having only reached £1,100, which was below the reserve price.

Pentre Arms, Llangrannog

This inn has been a seafront landmark since the Victorian era. Poet Dylan Thomas was expelled for helping himself to drinks behind the bar here.

In 1861 the inn was home to Anne Griffiths and her three sons and three daughters. Her husband was a sailor.

Evan and Catherine Jenkins kept the inn in the 1890s and 1900s. He owned a smack (small sailing ship) called *Ocean*. It was wrecked on rocks near Cardigan on 3 October 1895, the day after delivering a cargo of culm (coal-dust balls to fuel limekilns) to Llangrannog. It had then departed empty, to be laid up for the winter near Cardigan. A gale sprang up before the tide had risen enough for it to clear the estuary bar. There were only two crew, the captain and another sailor, who reached the shore in the ship's lifeboat.

South Wales Daily News - Thursday 03 October 1895

SHIPWRECK IN CARDIGAN BAY. Soon after midnight on Tuesday the smack *Ocean* anchored about a mile outside Cardigan Bar, in ballast, so as to be ready to enter the port by the morning tide, to lay up for the winter. Soon afterwards the wind freshened till at 2 o'clock it culminated in a gale from the N.W., with a heavy sea running. Having showed signals of distress for half an hour and got no response from the signal station of the coastguard, the crew, consisting of two men, Captain Daniel Davies and the mate, decided to take to their boat, and landed at Penriiyn, close to the lifeboat station, about 3 a.m. on Wednesday unperceived by the coastguards. Soon afterwards the vessel's cable parted, and she was blown ashore on that part of the Pembrokeshire aide of the bay known as "The Black Rocks," and smashed into splinters. The vessel, which was owned by Mr Evan Jenkins, Pentre Arms, Llangrannog, and where she had on the previous day discharged a cargo of culm, was not insured.

Llangrannog lime Kilns were round and survive to the present day as a Grade II Listed Building.

The advent of a busy coastal shipping industry in West Wales, Limestone, and culm - the fuel needed to convert Limestone into quicklime became two of the more important imports to the area.

Quicklime drawn from the kilns was sold to farmers who would leave it in small heaps on the fields to be 'slaked' - to take in water and to be converted to calcium hydroxide before it could be applied to the land. Without slaking, the quick lime would have killed anything growing! The slaked lime was spread at some four tons to the acre. The lime industry in Ceredigion started in the eighteenth century. However it died out towards the end of the nineteenth century as the railways proved to be more cost effective than the coastal shipping trade and as other fertilizers such as guano became more widely used. By 1900 almost all the coastal kilns had stopped work.

Culm often a cargo on Christiana was waste coal, used as a poor quality fuel in lime kilns.

Hurlow

Hurlow was the first master's name for Christiana and a shipyard was owned by a family of that name in Pembroke.

One of the earliest local boatyards we know something about was that owned by Thomas Hurlow in that part of Monkton known as Cunnigar, west of Pembroke Castle.

From David James's book, 'Down the Slipway,' I am informed that George Hurlow owned this shipbuilding and timber yard. He, and later his son Thomas, owned eight ships between 1802 and 1840 which engaged in the timber trade



Fig.2 Cunnigar shipyard, an engraving by Paul Sandby, 1778.

7.0 Analysis

The Welsh Newspapers on Line provided some of the records of Christina's arrivals, sailings and incidents involving her. The British Newspaper archive provided the remainder, particularly the Mercantile and Shipping Gazette. The archive of the RNLi provided accounts of rescues of the Christiana.

Christiana is a common name in newspaper reports which produced thousands of matches which also included Christians altered to Christiana, so I had to selectively search to achieve a result. This seemed to be a period where Christians were being slaughtered in the East and Far East.

The Pentre Arms, Llangrannog where the last owner of Christiana was the Licensee still exists today as a bed and breakfast hotel, pub and restaurant. The other vessel of which he was the owner, Ocean was wrecked on 3rd October 1895 while waiting to enter Cardigan to be laid up for the Winter. There are very few records of winter sailings for Christina so its likely she was laid up each winter.

The same newspaper report explains the volume of coal/culm being delivered to Llangrannog in the few reports that have survived of Christiana's sailings, for use in lime kilns.

Although the builders are unknown there was a ship building family in Pembroke with the same name as the first master of the Christiana, Hurlow. So there might be a connection.

Woodward & Co who were the owners in MNL from 1875 to 1892 were a brick making and pottery company based in Cardigan, with many other interests. They became Miles, Woodward & Co when William Woodward, a carpenter with the firm was made a partner, later becoming Woodward & Co. William Woodward became a Justice of the Peace, Councillor, Mayor and Alderman of Cardigan, he was a controversial politician, not least because the brick works company built a dam to provide water to power the machinery, which burst after 12 months. Two people drowned in the flood and many were made homeless, he contributed £156 to the relief fund but he refused to consent to any enquiry. This coupled with fact the reservoir was on private land prevented an enquiry which incensed the other councillors and Justices of the Peace in Cardigan and the surrounding county. He pressed for improvements to the harbour and approaches which were never completed and led to the harbour silting up and declining. It may be that the other councillors saw this as a benefit to his business and with the lack of goodwill stalled the works. The court case involving his pottery manager who he sacked gives an insight into his character and he had many public arguments

including with the local newspaper. Some of the voyages of *Christiana* in this period were to deliver and collect goods for the company, including bricks and coal. The company grew and *Christiana* was too small for their needs, such as delivering 100,000 bricks to Dublin.

I am unsure about the voyages between 1854 and 1862 where the master is Williams in the northwest, Isle of Man and Ireland. There is a *Christina*, a schooner of 47 tons registered in Douglas, Isle of Man but the master given in LR is R. Quillam and I found records for this period where he is the master. The *Christiana* did make journeys to Ireland and the other journeys are certainly within her scope. The reports do not include her tonnage as many from Welsh newspapers did and enabled me to identify her where the master was not recorded.

I Have included an appendix to help visualise the locations of the smaller ports visited by *Christina*.

A smack is a traditional fishing and commercial boat, still sailed and raced today. The sails in Britain were white cotton which were proofed after a few years giving them the red ochre colour. They were common but declining up to the first world war when some were converted to Q ships to attack U boats . Captain Thomas Crisp VC, DSC, RNR (28 April 1876 – 15 August 1917) was a posthumous recipient of the Victoria Cross. Crisp, in civilian life a commercial fisherman operating from Lowestoft in Suffolk, earned his award after being killed during the defence of his vessel, the armed naval smack *Nelson*, in the North Sea against an attack from a German submarine in 1917.

HM Armed Smack *Inverlyon*, commanded by Ernest Jehan, sank the German Uboat *UB-4* earlier in the war, the only example of a wooden sailing vessel sinking a modern steel submarine

8.0 Conclusions & Recommendations

I have spent about 35 hours on this project, 95% of that on line, hearing the rain outside with the light on since it is so dark.

I rediscovered the need to search selectively to avoid hours wasted looking through thousands of possible but unlikely matches. I was surprised by the number of sailings and arrivals documented in the Shipping and Mercantile Gazette as opposed to Lloyds List which had few from large ports. I only found one record of a sailing or arrival in Cardigan her single most common destination, so there was probably no local agent in Cardigan.

The Christina was wrecked on the shore so there is no dive site and there is no record of any salvage.

I achieved most of the targets I set myself for this project, but the builders are unknown, the information about the owners is patchy and I cannot access the crew lists to explore anything about them and the masters. The newspaper reports describe the master and crew as elderly men when the lifeboat rescued them in 1892, and it was as far as I can tell, the same master in 1896. The lack of any kind of pension system in this time did not allow working men to retire unless it was to the workhouse.

The Christiana is one of the smaller working sailing vessels, a smack not often noticed, even drying out on the beach to unload. Very little happened to her of any interest except the crew being rescued twice by the same lifeboat at their home port. She was of little interest at the time as the shortage of documented sailings and incidents shows and without more details to research the masters and crew it would make a short narrative.

9.0 References

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Books

David James Down the Slipway

Appendices:

Appendix A – Table of Lloyd’s Registers entries for the *Christiana*

3	Chowdean Bk	YM.55overpt I. B.	781	Sndrld	1851	JC Gregg	Belfast	Liv.	13	A	1	55
4	Chowringhee	M. Nolan	893									57
5	Chrestine Bg	A. Munck	149	Dndee	1828	A. Munck	Aalbrg	Liv.	9	Æ	1	
	r. & YM 58overpt I. B.		140	len. 41	N K146	ND. & Srprs	56	Rest. 41	6			2
6	Christabel Bk	GLambtn	401	Sndrld	1856	Rodham	Sndrld	Sld. S. Amer	9	A	1	57
	r. & YM. 57c f.											
7	Christian Sr	C. Dob'rtty	87	Abrdn	1841	Middlet'n						56
			72									
8	Christiana Bk	WHarrison	318	Shi'lds	1815	Carr & Co.	Nwestle	Nwc. Medit.	—	E	1	56
	s. pt 51 pt 52			lrp. 36	ND. 38 w. f. & d. 42	Srprs	rs 54 & 56					56
9	— Sk	Hurlow	26	Pmbrk	1857	Rogers &	Milford	Mil. Coaster	6	A	1	57
	I. B.			O. & E.								
10	— Sw	S. Nichols	306	Pwllhli	1802	J. Reed	Shields	Shl. Baltic	—	Æ	1	57
	r. & Z. 57			len. 37	Srprs 51 & 55	pt ND. 55	Srprs 57	Rest. 37	4			57
1	— Sr	RQuillam	47	Duglas	1835	Torrance	Dougl's	Cly. Coaster	—	A	1	57
	I. B.			O. & P. len. 46				Rest. 55	4			57
2	— Carnell Bg	Br'kenshr	222	Shmtn	1850	Brocknshre	London	Lon. S. Amer	12	A	1	56
	r. & YM. 55		215									
3	Christina Sr	Flourigan	43	Lncstr	1843	Middlet'n						56
4	— Scw	Mansfield	819	Hrtlpl	1856	Spartali &	London	Hpl. Medit.	12	A	1	57
	(Iron)	MC. 57	557	AP. 110	H.			5 Blk Hds				57
5	— Bk	P. Pottage	340	Wick	1838	M. Pearse	Hartlp'l	Glr.	7	Æ	1	57
	r. & Z. 55 pt I. B.		351	ND. w. & lrp. 52		Srprs 54	ptn K156	S. S. 52	C. 2			57
6	Christine Sp	W. Deane	50	Drtmh	1851	Hankey &	London	Drt. Coaster	10			51
	YM. 51 overpt I. B.		36									
7	Christoffer	Rasmeign	110	Stege	1852	G. Hage	Stege	Lth. Cphgn	7			52
	Hage Sr											
8	Christopher Sr	G. Jinman	138	T'rouv	1852	Helmwood	London	Lon.	12	A	1	

Christiana is a smack built with iron bolts of oak and elm in 1857 at Pembroke, 26 tons, master Hurlow, owners Rogers & , registered at Milford, sailing Milford coaster, certified A1 for 6 years in 1857.

No changes until during 1864 when the master and owner changes to J Thomas, port of registration changes to Cardigan

1865 shows new survey March 1865, classified AE1 for 6 years, sailing Cardigan coaster

No change until 1871 when classification has expired.

No LR on line 1875-1882

1883 no entry in LR. No further entries after that date.

Appendix B – The Timeline for the *Christiana*

1854

September 7 1854 Whitehaven arrived Christiana, Williams from Douglas

September 10 1854 Carlisle sailed Christiana, Williams for Castletown

1859

February 8 1859 Clyde arrived Christiana, Williams from Runcorn – salt

March 4 1859 Pembroke dock arrived Christiana, Bowen from Newport – coal

May 6 1859 Pembroke dock put back Christiana, Bowen from Newport – coal

May 13 1859 Pembroke dock sailed Christiana, Bowen for Port Talbot limestone

1860

February 17 1860 Pembroke dock arrived Christiana, Bowen from Newport – coal

March 2 1860 Pembroke dock sailed Christiana, Bowen for Porthcawl - oats

May 4 1860 Saundersfoot & Tenby arrived Christiana, Bowen from Mumbles in
- ballast

May 6 1860 Pembroke dock arrived Christiana, Bowen from Saundersfoot – culm

June 22 1860 Pembroke dock arrived Christiana, Bowen from Porthcawl coal

November 30 1860 Pembroke dock sailed Christiana, Bowen for Saundersfoot
- ballast

1861

June w/e 28 1861 Burry Port arrived Christiana, Thomas in ballast

August w/e 2 1861 Burry Port sailed Christiana of & for Cardigan

October 6 1861 Whitehaven arrived Christiana, Williams from Douglas

1862

February 3 1862 Whitehaven arrived Christiana, Williams from Douglas

May w/e 23 1862 Burry Port arrived Christiana, Thomas of Cardigan in ballast

July w/e 11 1862 Burry Port arrived Christiana, Thomas of Cardigan in ballast

August w/e 1 1862 Burry Port arrived Christiana, Thomas in ballast

August w/e 1 1862 Burry Port sailed Christiana of & for Cardigan

August w/e 15 1862 Burry Port arrived Christiana, Thomas in ballast

1863

June 19 1863 Saundersfoot sailed Christiana, Thomas for Cardigan – culm

June w/e 23 1863 Saundersfoot arrived Christiana, Thomas from Cardigan-ballast

June w/e 23 1863 Saundersfoot sailed Christiana, Thomas for Cardigan – culm

July w/e 2 1863 Burry Port sailed Christiana of & for Cardigan

1864

March 11 1864 Pembroke dock arrived Christiana, Thomas from Cardigan-ballast

May w/e 20 1864 Burry Port arrived Christiana, Thomas from Cardigan

May w/e 20 1864 Burry Port sailed Christiana, Thomas for Cardigan

1865

April 10 1865 Aberystwyth sailed Christiana, Thomas

1867

November 23 1867 Cardiff arrived Christina from Plymouth 50 tons pitwood

1868

May 7 1868 Barrow sailed Christiana, Williams for Cardiff

1870

March 7 1870 Saundersfoot arrived Christiana, Thomas from Cardigan

March 10 1870 Cardigan arrived Christiana, Thomas from Milford

June 23 1870 Aberporth arrived Christiana, Thomas from Milford

August 11 1870 Swansea sailed Christiana, Thomas for Aberporth

1871

August 27 1871 Swansea arrived Christiana, Thomas from Newport

August 27 1871 Swansea sailed Christiana, Thomas for Cardigan

1872

April 12 1872 Swansea arrived Christiana, Thomas from Cardigan

June 8 1872 Passed Ramsey Sound Christiana, Thomas for Aberporth

1873

March 13 1873 Burry Port sailed Christiana, Thomas for Cardigan

March 25 1873 Aberporth arrived Christiana, Thomas from Pembrey

March 26 1873 Burry Port sailed Christiana, Thomas for Cardigan

June 4 1873 Aberporth sailed Christiana, Thomas for Pembrey

June 8 1873 Aberporth arrived Christiana, Thomas from Lydstep

June 15 1873 Swansea arrived Christiana, Thomas from Aberporth

June 26 1873 Aberporth sailed Christiana, Thomas for Milford

June 30 1873 Aberporth arrived Christiana, Thomas from Milford

July 7 1873 Burry Port arrived Christiana, Thomas from Cardigan

July 11 1873 Aberporth arrived Christiana, Thomas from Milford

July 13 1873 Aberporth sailed Christiana, Thomas for Pembroke

July 21 1873 Aberporth sailed Christiana, Thomas for Milford

July 26 1873 Burry Port sailed Christiana, Thomas for Cardigan

1874

March 1 1874 Swansea arrived Christiana, Thomas from Cardigan

April 7 1874 Swansea arrived Christiana, Thomas from Cardigan

May 9 1874 Burry Port arrived Christiana, Thomas from Cardigan

May 18 1874 Burry Port sailed Christiana, Thomas for Cardigan

May 23 1874 Carnarvon arrived Christiana, Thomas from Cardigan

June 23 1874 Burry Port put in Christiana, Thomas from Llanelly for Cardigan

August 22 1874 Burry Port arrived Christiana, Thomas from Cardigan

1875

June 18 1875 Swansea arrived Christiana, Morris from Cardigan

June 20 1875 Swansea sailed Christiana, Morris,25, for Mumbles

August 3 1873 Swansea sailed Christiana, Morris,25, for Cardigan

September 2 1875 Swansea arrived Christiana, Morris,25, from Cardigan-bricks

September 7 1875 Swansea sailed Christiana, Morris,25, for Cardigan

September 7 1875 Swansea, Christiana put back damaged

September 11 1875 Swansea sailed Christiana, Morris for Cardigan

1876

September 18 1876 Newport arrived Christiana, Morris from Cardigan

September 25 1876 Newport sailed Christiana, Morris for Cardigan

October 30 1876 Newport sailed Christiana, Morris for Cardigan

November 10 1876 Milford arrived Christiana, Morris from Cardigan

1877

April 15 1877 Portmadoc arrived Christiana, Thomas from Abersoch

June w/e 15 1877 Aberystwyth arrived Christiana, Thomas from Cardigan

June 16 1877 Swansea arrived Christiana, Thomas from Aberporth

July w/e 12 1877 Aberystwyth arrived Christiana, Thomas from Cardigan

July w/e 18 1877 Aberystwyth sailed Christiana, Thomas for Cardigan

July 30 1877 Burry Port arrived Christiana, Morris from Cardigan

August w/e 22 1877 Aberystwyth sailed Christiana, Thomas for Cardigan

September w/e 3 1877 Aberystwyth arrived Christiana, Thomas from Cardigan

1878

February 3 1878 Llanelly arrived Christiana, Thomas from Cardigan

February 7 1878 Llanelly sailed Christiana, Thomas for Cardigan

March w/e 20 1878 Aberystwyth arrived Christiana, Thomas from Dublin

April w/e 3 1878 Aberystwyth sailed Christiana, Thomas for Llanelly

May 8 1879 Llanelly cleared Christiana for Cardigan 37 tons coal, Norton & Co.

June 7 1878 Cardigan smack Christiana on fire, £100 damage

1879

April 26 1879 Llanelly cleared for Cardigan 40 tons coal, Norton & Co.

1880

February 6 1880 Pembroke dock arrived Christiana from Cardigan-ballast

February 22 1880 Burry Port sailed Christiana, Thomas for Cardigan, 36 coal &
- coke, Griffiths Co

April 30 1880 Swansea sailed Christiana, Thomas for Cardigan

July 1 1880 Llanelly cleared Christiana for Cardigan 38 tons coal, Owen Thomas
- & Co

August 3 1880 Llanelly cleared Christiana for Cardigan 40 tons coal, Norton & Co

November 27 1880 Milford put in making water Christiana for Aberystwyth

1881

February 25 1881 Llanelly cleared Christiana for Cardigan 38 tons coal

July 13 1881 Neath & Briton ferry arrived Christiana from Cardigan-timber order

July 15 1881 Neath cleared Christiana for Cardigan - culm

July 26 1881 Llanelly cleared Christiana for Cardigan 29 tons coal

September 24 1881 Neath & Briton ferry cleared Christiana for Cardigan 40 coal
- Gnol cola co

1882

March 16 1882 Swansea arrived Christiana from Cardigan

March 22 1882 Swansea sailed Christiana, Thomas for Cardigan

May 3 1882 Swansea sailed Christiana, Thomas for Cardigan

May 5 1882 Cardigan advert for coal delivered by Christiana – Woodward & Co.

August 23 1882 Llanelly cleared Christiana for Cardigan 38 tons coal

August 27 1882 Llanelly sailed Christiana for Cardigan

1883

April 11 1883 Swansea arrived Christiana from Cardigan

April 29 1883 Swansea sailed Christiana, Thomas for Cardigan

1888

February w/e 16 1888 Carnarvon sailed Christiana, Thomas for Haverfordwest

June 28 1888 Burry Port arrived Christiana, Thomas from Cardigan

June 30 1888 Burry Port sailed Christiana, Thomas for Cardigan - coal

September 30 1888 Swansea arrived Christiana, 25 from Cardigan – ballast

October 4 1888 Swansea sailed Christiana, Thomas for Llangranog.

1889

June 1 1889 Swansea sailed Christiana, Thomas for Cardigan

1890

March 18 1890 Barry arrived Christiana – light

April 21 1890 Saundersfoot sailed Christiana, Thomas for Dinas Cross

1891

January 19 1891 Barry Dock arrived Christiana light

1892

April 2 1892 Swansea arrived Christiana, 25, from Newquay, ballast.

April 6 1892 Swansea sailed Christiana, Williams for Llangranog.

May 3 1892 Christina on passage Carnarvon to Llangranog with manure stranded Cardigan Bar – Lifeboat rescued crew.

June 21 1892 Porthcawl sailed Christiana, for Newquay, 50 coal.

August 10 1892 Swansea arrived Christiana, 25, from Newquay, ballast.

August 11 1892 Swansea sailed Christina for Llangranog, 38 coal, S & J Hill

August 26 1892 Swansea sailed Christina for Llangranog, 38 coal, S & J Hill

1893

March W/E 7 1893 Aberdovey sailed Christina for Newquay

March W/E 20 1893 Aberdovey arrived Christiana from Cardigan

March W/E 20 1893 Aberdovey loading Christiana for London

April 18 1893 Swansea Cleared Christiana 25, Williams for Llangranog 38 coal,
- S & J Hill

April 19 1893 Swansea sailed Christiana, Williams for Llangranog

May 1 1893 Newquay, Card. sailed Christiana, Williams for Llangranog

May W/E 27 1893 Connah's Quay sailed Christiana, Williams for Cardigan

July 2 1893 Swansea arrived Christiana, 25, from Cardigan , light

July 6 1893 Swansea sailed Christiana, Williams for Llangranog

July 13 1893 Swansea arrived Christiana, 25, from Cardigan , light

July 14 1893 Swansea sailed Christiana, Williams for Llangranog, Christiana,38
- coal, S & J Hill

July 18 1893 Swansea sailed Christiana, Williams for Llangranog

August W/E 19 1893 Connah's Quay arrived Christiana, Williams from Cardigan

August W/E 26 1893 Connah's Quay sailed Christiana, Williams for Llangranog

September 27 1893 Newquay, Card. arrived Christiana, Williams from Cardigan

1894

June 29 1894 Swansea sailed Christina,Williams for Llangranog,36 coal, S & J Hill

August 30 1894 Swansea loaded Christina for Llangranog, 36 coal, S & J Hill

August 31 1894 Swansea sailed Christina, Williams for Llangranog

1895

August 27 1895 Swansea sailed Christina for Llangranog, 38 coal, S & J Hill

September 20 1895 Swansea arrived Christiana, 25, from Cardigan, light.

September 23 1895 Swansea loaded Christina for Llangranog, 40 coal, S & J Hill

September 24 1895 Swansea sailed Christiana, Davies, for Llangranog.

1896

June 27 1896 Swansea sailed Christina, Williams for Llangranog,38 coal,S & J Hill

July 11 1896 Swansea arrived Christiana, 25, Williams from Llangranog

July 14 1896 Swansea loaded Christina, Williams for Llangranog,40 coal,S & J Hill

July 15 1896 Swansea sailed Christina, Williams for Llangranog

July 24 1896 Newquay, Card. arrived Christiana, Williams from Swansea

August 5 1896 Swansea sailed Christina, Williams for Llangranog

August 22 1896 Liverpool cleared Christiana for Cardigan

September 1 1896 Swansea arrived Christiana, 25, Williams from Llangranog

September 3 1896 Swansea sailed Christina 26, Williams, Llangranog, coal 36,
- S & J. Hill

September 6 1896 Swansea sailed Christina 26, Williams, Llangranog

September 22 1896 Cardigan sailed Christina 26, Williams for Goodwick with
- bricks – put back – crew rescued by Lifeboat.

Appendix C

Aberporth a coastal village on the southern edge of Cardigan Bay, West Wales.

Abersoch is a town on the Llyn Peninsula in Gwynedd.

Burry Port is a small town west of Llanelli in Carmarthenshire, Wales, on the Loughor estuary

Cardigan a town in the county of Ceredigion, Wales, it lies on the tidal reach of the River Teifi at the point where Ceredigion meets Pembrokeshire.

Castletownbere is a town in County Cork in Ireland. It is located on the Beara Peninsula by Berehaven Harbour.

Connah's Quay the largest town in Flintshire, lying along the River Dee, near the border with England, near Chester

Dinas Cross a village, Located bet. Fishguard and Newport in Pembrokeshire

Goodwick and Fishguard are situated on the North Pembrokeshire Coast and
- are today one town.

Llangrannog - a village in Ceredigion, Wales, 6 miles southwest of New Quay

Llanelli (Llanelly)in Carmarthenshire on the Loughor estuary on the South Wales coast.

Lydstep is village with a sand and shingle beach, located near Tenby on the Pembrokeshire coast

Mumbles marks the beginning of the Gower Peninsula's now part of Swansea

Pembrey former port in Carmarthenshire, Wales, Pembrey's harbour was prone to silting and was abandoned in favour of Pembrey New Harbour - soon renamed Burry Port Harbour, just a mile further upstream on the Burry Estuary.

Pembroke Dock is a town in Pembrokeshire, South West Wales, 3 miles northwest of Pembroke on the banks of the River Cleddau. It expanded rapidly following the construction of the Royal Navy Dockyard in 1814.

Porthcawl is a town on the south coast of, 25 miles west of Cardiff

Ramsey Sound is located at the western end of St David's Peninsula between Ramsey Island and the mainland. It is a dynamic stretch of water with strong tidal currents and hazardous rocks

Saundersfoot is a large village in Pembrokeshire, Wales, near Tenby.

Whitehaven is a port on the west coast of Cumbria historically in Cumberland, it lies by road 38 miles south-west of Carlisle



Fig. 3 Llangrannog beach where Christina unloaded

Appendix D

Mercantile Navy List

Christiana is registered at Milford until 1862 when her registration changes to Cardigan. 1865 is the first register with more details.

 Mercantile Navy List, 1865, page 69

Ship: CHRISTIANA

Image source: [clip](#) Crew List Index

Year	1865	GO	+	-	Page	69	GO	Notes
25882	Christian, Perth	P.H.T.K	48	..	JOHN MENAO, Inverke, Argyll.			
40801	Christian, Singapore	T.B.C.D	232	..	Robert Campbell, Perth.			
3193	Christian, Sligo	H.S.G.T	73	..	Chan Kwan Joo, Singapore.			
44080	Christian Rankin, Greenock	T.R.N.M	340	..	Middleton and Pollexfen, Sligo.			
15905	Christian and Catherine, Campbeltown	L.V.G.H	17	..	Archibald Sword, Greenock.			
21692	Christiana and Charlotte, Peterhead		24	..	Richd. Hull, Belfast.			
18544	Christian and Jean, Lerwick	M.N.G.F	16	..	David Carle, Fraserburgh.			
18735	Christiana, Cardigan	M.P.B.W	25	..	(b) William Sinclair, Tingwall, Shetl.			
21993	Christiana, Douglas		51	..	John Thomas Aberporth, Cardigan.			
4906	Christiana, Goole	J.F.M.B	46	..	Gilbert Torrance, Douglas, Isle of M			
17404	Christiana, Goole		61	..	G. Henly, Goole.			
39082	Christiana, Halifax, N.S.	S.M.T.J	33	..	Phillander Garrod, Handford Road,			
48505	Christiana, London	V.T.C.N	832	..	William Pryor, jun., Halifax, N.S.			
34803	Christiana, Newcastle	R.M.B.F	218	..	Thomas Ashton, 16, Princes Sq., St.			
36819	Christiana, Prince Edward Island		25	..	Thos. Carr, jun., Newcastle.			
33031	Christiana, Quebec	R.C.P.B	72	..	Dominick Deagle, Rollo Bay, P. E. I			
16724	Christiana, Rochester		39	..	Joseph Doyle, Kingston, Canada W.			
10083	Christiana, Shoreham	K.M.B.F	16	..	W. Lee, Holbrough, Kent.			
22583	Christiana, South Shields	N.M.C.L	290	..	James Churcher, Worthing, Sussex.			
14707	Christiana Carnall, Liverpool	L.P.G.K	193	..	John Snowden, South Shields.			
51075	Christiana Davis, Lancaster		85	..	John Brockenshar, Fowey, Cornwall			
43890	Christianna, Yarmouth		36	..	Jas. Ashcroft, Barrow, Lancaster.			
27311	Christina, Fleetwood		34	..	Thomas Todd, Yarmouth.			
5382	Christina, Glasgow	J.H.L.S	59	..	Robert Wright, Upper Dort Street, I			
21386	Christina, Glasgow		16	..	(b) David Sloan, Glasgow.			
43710	Christina, Glasgow		32	..	James Diamond, Howood, Renfrew.			
47835	Christina, Glasgow		27	..	Donald McMillan, Islay, Argyll.			
3017	Christina, Greenock	H.R.N.C	26	..	Alexander Whitelaw, Glasgow.			
18192	Christina, London	M.K.S.R	693	..	(b) James Gillies, Armidale, Isle of S			
33478	Christina, Montreal	R.F.L.T	229	..	Spartali and Co., Liverpool.			
2346	Christina, Newcastle	H.N.S.J	322	..	Joseph Doyle, Kingston.			
30483	Christina, Port Louis		16	..	John C. Reinhardt Gleimius, Agent,			
35353	Christina, St. Andrew's, N.B.	R.P.G.T	234	..	C. W. Wiehe, Port Louis.			
51511	Christina, Quebec	W.N.P.B	550	..	John F. Grant St. Stephen, N.B.			
42894	Christina, Shoreham	T.L.Q.M	165	..	Hippolite Dubord, Quebec.			
					John Billingham, Brighton, Sussex			

No change until 1872 when the Rig of vessel and date of build are added to list (smack, 1857)

No change until 1875 when owner changes to Wm Woodward, Cardigan and place built added to list (Pembroke)

No change until 1892 when owner changes to managing owner Evan Jenkins, Pentre Arms, Llangranog, Cardigan

No change until 1897 when there is no entry.

Appendix E

Appropriation Books, Official Numbers 18701 - 18750 (18735)

Image source [clip](#) C

18734	<i>Merini</i>	40	"	"	23	"	23
18735	<i>Christiana</i>	25	Sailing	Mulford	2 - 1857	Cert. presented April 11 1857	
18736	<i>Eliza</i>	115	"	"	6	First Registry Cert. 23	
18737	<i>William</i>	14	"	"	20 - 1836	Cert. presented Nov. 24	
18738	<i>Wyneth</i>	20	"	"	28 Dec 57	First Registry Dec. 28	
18739	<i>Brin of the May</i>	34	Steam	Ballina	24 th Oct 1857	Cert. presented Oct 24 th 1857	
18740	<i>Morning Star</i>	187	Sailing	"	1. 1850	Registry 31 May 1850	
18741	<i>Phoenia</i>	19	"	"	1/74 9 Mar 1874	First " 9 th Mar 1874	
18742	<i>Star</i>	25	Sailing	Portsmouth	14 May 57	First Registry May 14	
18743	<i>Sulphide</i>	16	"	"	29	New Vessel " 29	
18744	<i>Maria</i>	40	"	"	17 June "	" June 17	
18745	<i>Emma</i>	35	"	"	23	" " 23	
18746	<i>Zmaol</i>	68	"	Bideford	9 June 57	First Registry June 9	
18747	<i>My Agave</i>	103	"	"	8 July "	" July "	
18748	<i>East of the Ocean</i>	175	"	"	23 Sept 1858	" Sept 23 1858	



Fig. 3 A modern picture of a smack under sail, built in 1912