

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



A Similar Smack

Report compiled by:

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Report Title:

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

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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 Claudia was a sailing smack of 29 tons built by John Jones at Lerry Bridge in 1850 for William Francis and registered at Aberystwith. He registered Claudia with himself holding 40 shares and his sons John and William 12 shares each. He mortgaged his shares to local merchants. Claudia traded between Wales , England and Ireland carrying slates, coal, salt and culm.

Claudia was in Porthor Bay when the violent storm of 25-26th October 1859 struck and she was driven ashore becoming a total wreck. The crew of Claudia, three including the master William Francis all perished. The storm became known as the Royal Charter storm.

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2.4 Contributors

Madu

2.5 Abbreviations

LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

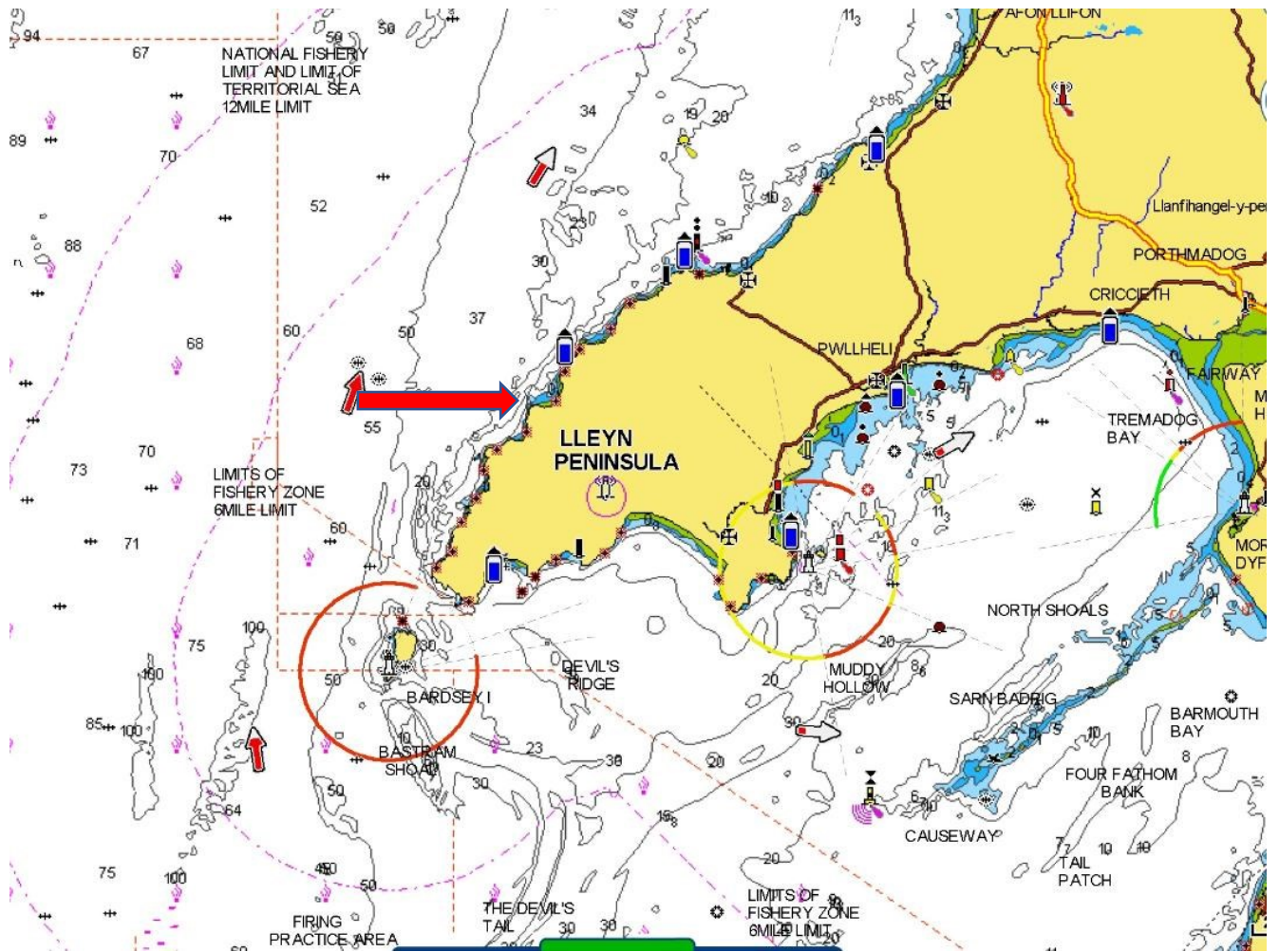
1. I selected Claudia to research because it was lost on day a number of other vessels were lost and I wished to see how much information I could find about her, and I wanted to find out what happened and I also wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would probably have been only been recorded in online information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1859.
5. To discover the cause of the event in 1859 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1859 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1859 incident and its story.
8. If there was a wreck site for Claudia and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Claudia.

4.0 Background

When I started this project it was reported Claudia was a wooden smack of 29 tons built in 1850 which foundered/total wreck or loss on 26th October 1859 in Porthor Bay during which the crew of three died. She was carrying lead ore.



Porthor or Porth Oer Bay



Llyn Peninsular with Porthor Bay

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. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Claudia " looking for details of her dimensions, master, builders and owners from 1850 with a match in the supplement. I then searched yearly until 1860.

I searched LR ships, plans and survey reports for "Claudia" with no match.

I searched the Crewlist Project for "Claudia" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. Most were for dates after her loss with no crew lists.

I searched The British Newspaper Archives (BNA) for "Claudia Francis", and "Smack Claudia" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I searched "John Jones shipbuilder" and found no matches. I searched "William Francis", "Rowland Evans" and "Thomas Jones" but could not identify any matches to them.

I searched Welsh newspapers on line for "Claudia Francis" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches. I searched "William Francis", "Rowland Evans" and "Thomas Jones" but could not identify any matches to them. I searched "John Jones shipbuilder" and found no matches.

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

I searched wreckeu site for "Claudia" looking for any details of the wreck with no matches.

I searched Google for "smack Claudia of Aberystwith" and found matches. I searched for "John Jones Shipbuilder" and "John Jones Leri" and found matches. I searched "Royal Charter Storm" and found matches.

6.0 Results

Vessel	Name/s	Claudia	
	Type	Smack	
		Cargo	
Built	Date	1850	
	Builder	John Jones	
		Lerry Bridge (Ynyslas)	
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	41 ft	6 ins
	Beam	18 ft	2 ins
	Draught	7 ft	0 ins
Tonnage	Gross		
	Net	29 tons	
Owner	First	William Francis	
		Glanywern	
	Last	William Francis	
		Glanywern	
	Others		
Registry	Port	Aberystwith	
	Flag	British	
	Number	19806	
History	Routes	Wales to England and Ireland	
	Cargo	Lead ore, Coal, Culm, Salt, Bricks, Slates	
Final Voyage	From	Aberdovey	
	To	Chester	
	Captain	William Francis	
	Crew	Three	
	Passengers	None	
	Cargo	Lead ore	
Wrecking	Date	25 th October 1959	
	Location	Porthor Bay	
	Cause	Severe Storm	
	Loss of life	Three crew drowned	
	Outcome	Wrecked	

Coflein Site

The CLAUDIA was a wooden smack built in 1850 by John Jones at Lerry Bridge (Ynnylas). Technical and configuration specifications are given as 29 tons burthen; 41.6ft length x 12.2ft breadth x 7ft depth in hold; smack rigged with a running bowsprit, square sterned, carvel built, frame and planking wood, fastened with iron bolts; signal letters MTLH, official number 19809. The smack was registered new, at the port of Aberystwyth (14 in 1850) by William Francis of Glanywern, Llanfihangel geneurglyn (40 shares) and in the names of his two sons (both under the age of 21) named John Francis (12 shares) and William Francis (12 shares). William Francis used his 40 shares to secure a mortgage with Thomas Jones the younger of Aberswythy, merchant, and Rowland Evans of Morfa Nevin, merchant, in July of the same year. The CLAUDIA drove ashore at Porth Oer during the Royal Charter Gale (25-26 October 1859). Three lives were lost.

Sources include:

Board of Trade Harbours of Refuge Inquiries, Parliamentary papers 1959 pg122 (564)

Board of Trade Wreck Return 1859 Table 19 pg26 (564)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1859 - 30 June 1860, 535 in C

Mercantile Navy List 1858, pg119

Port of Aberystwyth Shipping Register 1848-1853, Ceredigion Archives Service A/SHIP/3, folio 213

Waterford Chronicle - Saturday 14 September 1850

SHIP NEWS. The "Claudia," Francis master, from Carnarvon for Cork, while entering this harbour last night, without a pilot, took the ground off Churchtown, but was got off this morning without injury. She was assisted off with a crew of pilots.

Morning Advertiser - Tuesday 17 September 1850

WATERFORD. Sept. 14.—The Claudia (Smack), of Aberystwith, Caernarvon to Cork, got aground at Churchtown last night, came off this morning, and has been brought in here leaky.

Gloucester Journal - Saturday 10 May 1851

PORT OF GLOUCESTER. Imports from 3 to 9 May 1851.

From Bangor—the Claudia, of Aberystwith, Jones, 29, with 49 tons slates for Price and Co.

Shipping and Mercantile Gazette - Friday 23 May 1851

PWLLHELI—May 22: 3 p m.— N.N.W. The following vessels sailed yesterday with a fine northerly breeze, from St Tudwalls Roads, after being there windbound — The Claudia. Francis, from Newport for Liverpool.

Gloucester Journal - Saturday 16 October 1852

PORT GLOUCESTER. Imports from Oct.9 , to Oct. 13

From Llanelly-the Claudia, of Aberystwith, Francis, 31, with coal to order.

Shipping and Mercantile Gazette - Tuesday 18 January 1853

PWLLHELI—Jan 17: Last night the wind came round to the N.N.E.; and all the vessels sailed from St. Tudwall's Roads this morning. Sailed from here—Five of the windbound vessels, the Prima, Thomas, for Swansea; Ceres; Claudia, of and for Aberystwith; Mary, Jones, of Nevin; Margaret, Williams, for Cardiff. All the rest did not fleet. 3 p.m. N.N.E , fine breeze, clear.

Gloucester Journal - Saturday 20 September 1856

GLOUCESTER. Imports from Sept. 12, to Sept. 19,

From Portmadoc the Claudia, of Aberystwith. Francis. 29. with 49 tons slates, for Nicks and Co.

Gloucestershire Chronicle - Saturday 24 January 1857

PORT OF GLOUCESTER. Imports from Jan 17 to Jan 22,

From Portmadoc the Claudia, Francis, 29, with 48 tons slates, for Barkworth and Co.

Exports

For Swansea The Claudia, with 45½ tons salt, from Gopsill Brown and Sons

Gloucestershire Chronicle - Saturday 27 June 1857

PORT OF GLOUCESTER. Imports from June 19 to June 26, 1857.

From Aberdovey the Claudia, of Aberystwith, Francis, 29, with 94 tons slates, for Anthony Jonas.

Gloucester Journal - Saturday 24 October 1857

PORT OF GLOUCESTER. Imports for the Week ending Oct. 22, 1857.

From Portmadoc—the Claudia, of Aberdovey. Francis, 29. with 44 tons slates for Price and Co.

Gloucester Journal - Saturday 10 July 1858

PORT OF GLOUCESTER. Exports for the Week ending July 8, 1858.

For Waterford, the Claudia, with 84 tons salt and 2 tons bricks from Partridge and Co.

Weekly Dispatch (London) - Sunday 30 October 1859

LATEST INTELLIGENCE.

SATURDAY EVENING.

Up to the close of Lloyd's this afternoon intelligence was still coming in of casualties and losses during the late great storm. Its equal for violence and terrible consequences has never been experienced for the last twenty years; and

the boisterous weather of last night led to some apprehension that there would be a renewal of the gale. By a return made last evening as a result of the gale. we find the following: Vessels wrecked, 96 vessels stranded and other casualties, 630—total 626. Probable loss of life, including the Royal Charter, 600. Many of the loses will fall heavily upon Lloyd's and the marine insurance offices ; but the bulk (coasters) were principally insured in clubs. Another shocking catastrophe has happened on the Welsh coast, at Fishguard. The wreck of a large passenger ship, apparently of 1.000 tons, bottom upwards, was seen under the rocks at Aberbach. It has since been ascertained that the unfortunate ship was the Charles Holmes, 880 tons burthen, commanded by Captain Bowdley, which only left Liverpool for Mobile on the 26th, the morning preceding the storm; and, from the spot where the wreck was found, it would be impossible for any persons on board to survive, the whole of the coast being a of precipitous rooks. At present it has not been ascertained whether she had any passengers; it is thought she had. The crew, however, would number many souls. Although an American-built ship, she sailed from Liverpool, and her loss will prove heavy. The advices as they come in from the Welsh ports, reveal shocking catastrophes, and it is doubtful whether the full extent of the loss , will ever be known. The gale raged with great fury in the vicinity of Cardigan Bay, and sad havoc was made amongst the coasters. The Beatrice Catherine, of Portmadoc, totally wrecked at Porthor, and all hands were totally lost. The Priscilla for Cheater from Aberdovey, with lead ore, was lost with the all her crew. The smack Claudia, of Aberystwith, from Aberdovey, was wrecked in Porthor Boy. and her hands perished; and the schooner Eliza, of Preston, which went upon the rocks at Porthferin, lost her crew. Several other vessels were driven ashore in the same quarter. Lower down the bay towards New Quay end Aberavon, the destruction of property was much greater. About twenty vessels, most of them schooners, were either sank or carried ashore. Such a scene of ruin had never been witnessed on the coast before. A portion of the works of the breakwater and the lighthouse were washed away by the heavy sea, which broke over them.

Morning Advertiser - Monday 31 October 1859

PWLLHELI, Oct. 28. There are three schooners sunk Porthor Bay, with some spars to seen above water. The Priscilla (smack). of Aberystwith, all hands drowned, the Bee (schooner),of Aberdovey, crew saved, and the Claudia (smack), Aberystwith, crew lost, all three from Aberdovey to Chester, have been totally wrecked at Porthor.

Saint James's Chronicle - Tuesday 01 November 1859

PWLLHELI, Oct. 27. The Eliza (schr.) of Preston, - was lost, with all hands, on the rocks at Porthferyn, North of Bardsey. Part of a boat, marked " Wm. Richards," and oars with the same name, have washed on shore. The May (fishing-boat) passed from Penryhndu, and went to pieces on the rocks. Oct. 28.-There are three schooners sunk in Porthor Bay, with some spars other things to be seen above water. The Priscilla (smack), of Aberystwith (all hands drowned); the Bee (schr.), of Aberdovey (crew saved); and the Claudia (smack), of Aberystwith, (crew lost) all three laden with lead ore from Aberdovey to Chester, have been totally wrecked at Porthor.

The Welshman 4th November 1859

ABERYSTWITH.—DREADFUL SHIPWRECKS.

In our last impression we stated that it was apprehended the result of the recent gale would be much more serious than was then known, and we regret to say that those fears have been realised- The loss of life and property on this coast during the late gale is unprecedented, and a gloom has been cast over the town that will not soon be dissipated. Every post was watched with anxiety, and every post brought in some fresh intelligence of further disasters. We shall, as far as we have been able to ascertain and enumerate the losses immediately affecting this port. During the gale on Tuesday week the sloop "Wave," crew and vessel lost near Milford, but cargo likely to be saved. The smack "Britannia." Rees, vessel wrecked on Ceibwr beach, crew saved. The smacks "Claudia" and "Priscilla," both lost with the crews. The Bee, wrecked but crew saved. The Mary Jane, of Borth, Captain Enos Hughes, put into New Quay very much damaged, but not totally wrecked. The schooner " Robust," Thomas Williams, wrecked at New Quay, deck load thrown overboard she is laden with timber. The schooner Jane Morgans, Daniel Morgans, stranded, but got off, at New Quay. The Victoria," Enos, of this port, ran into New Quay, not totally wrecked, crew saved. The Morning Star," Isaac Thomas, totally wrecked and all hands lost. The Margaret Lloyd, William Lloyd, totally wrecked and all hands lost. The two latter were lost near Cardigan, and three of the bodies of the crew of the "Mornng Star" have been found, and were brought to Aberystwith on Sunday last, John Jenkins, the mate, and the bodies of the son of the captain, and of another boy aged 14. The body of the captain has not been found, nor the bodies of any of the crew of the "Margaret Lloyd." A smack was sunk near Dinas Cross, from Aberystwith—name unknown. The "Margaret Evans," of this port, Capt. James James, put into Holyhead much damaged. The Dreadnought," about which fears were entertained, Captain John Evans, put into Holyhead, much damaged. The smacks

Alma, Claudia," Active," and Dart," were very much damaged at Bangor. The "Nell" put in to Bangor much damaged the mate, Thomas Williams, drowned. His body was brought to this town on Tuesday night.—The Eagle," Evan Richards, whose wife and child were lost, but master and crew saved.—

The Pembrokeshire Herald and General Advertiser

THE GALE OF LAST WEEK. (From the Liverpool Telegraph) We believe, we speak without exaggeration when we say that the 25th and 26th of October has engraved a melancholy line in the annals of maritime disasters. For the time the gale lasted it was, perhaps, the most destructive of any storm since the beginning of this century, the loss of vessels and life being most appalling whilst its devastating fury continued. We speak in reference to those whose fate is beyond conjecture, but, to swell the total, numbers of unfortunate craft have foundered with their crews, leaving only floating fragments for the mind to guess at a fate not to be revealed in time. The actual loss to the shipping interest on the 25th and 26th of October, 1859, is beyond all conception, and perhaps without parallel within living recollection. To give our readers some idea of the destructive fury of the gale in question, we give below, collected with great care, so as to be as accurate as possible, a list of the vessels that were totally lost only, in the now memorable late gale, with an account of the crews all drowned, partly saved, and all saved. We have omitted including the vessels that have suffered damage only by being driven on shore in that gale, for the reason that the list would then exceed more than double its present length, and far beyond our available space. As will be seen, the loss in human life during the 25th & 26th of last month is most melancholy indeed.

Ariadne, at Newhaven—all saved
 Amais, at Newquay—all saved
 Ann, at Newquay—all saved
 Anna Maria, at Watchet—all saved
 A brig, at Morte Bay—all drowned
 A brig, at Yarmouth—all drowned
 A sloop, at Newport—all drowned
 Abbey, at Margate—all drowned
 Anna Dorothea, at Yarmouth—all saved
 Ann, at Bideford—all drowned
 A schooner, at Aberporth—all drowned
 Admiral Cator, at Hartlepool—all saved
 A brig, on the Goodwin Sands—all drowned
 Busy, at Fort Isaac—all saved
 Beverly, at Bude—one drowned

Brigantine, at Penarth—all drowned
Brothers, at Porthcawl—all saved
Benjamin, at Bridlington—all drowned
Blanche Marie, at Guernsey—all saved
British Rover, at Dunbar—all saved
Beatrice Catherine, at Porthor Bay—all drowned
Bubona, at North Berwick—all drowned
Cuba, at Yarmouth—all drowned
C. G. Fryer, at Widmouth—all saved
Caroline, at Rye—three drowned
Charles Holmes, at Aberbach—all drowned
Carolina, at Porthgain—all saved
Catherine, at Cemaes—all saved
Claudia, at Porthor Bay—all drowned
Diana, at Douglas Head—all saved
Elizabeth, at Yarmouth, all saved
Enterprise, at Bridlington, one drowned
Elizabeth Lass, at Dartmouth, one drowned
Eleanor, at Northam Burrows, all saved
Edward Protheroe, at Sandy Mouth, all saved
Eliza Benyon, on the Mumbles, all saved
Ebenezer, on the Mumbles, all saved
Eliza, at Bardsey, all drowned
Ellen, at Newquay, all saved
Eliza, at Perthferin, all drowned
Favourite, at Padstow, all saved
Fame, at Mostyn, one drowned
Five Vessels, at Ilfracombe, all drowned
Friends, at Newport, all saved
Golden Grove, at Lowestoft, all saved
Hawkhill, at Hartlepool, all saved
Hope, at Port Lechog, all saved
Huntley, in the Mersey, all saved
Hope, at Newquay, all saved
Isa, at Plymouth, all drowned
Isabella, at Rye, all saved
Jane and Susan, at Minehead, all saved
Joseph, at Milford, all saved
John St Barbe, at Penarth, one drowned
John and Jane, at Spital Point, all saved
Kingston, at Penarth, all saved
Leo, at Folkestone, all saved

Louis Albert, at Penarth, all saved
Lord Douglas, at Lowestoft, all saved
Major Nanney, at Newquay, all saved
Mary Jane, at Newquay, all saved
Mary Ann, at Newquay, all saved
Morning Star, at Cardigan, all drowned
Martha Jane, at St Ives, all saved
Melanis, at Padstow, all saved
Mary Lauder, at Watchet, all saved
Mathildis, at Newport, all drowned
Marlborough, at Ilfracombe, two drowned
Mary, at Sully Island, all drowned
Messenger, at Penmon, all drowned
Mecca, at Hartlepool, all saved
Majestic, at Spital Point, all saved
Martha, at St David's, all saved
Margaret, at Newquay, all saved
Nancy, in the Channel, all saved
Norwegian schooner, at Rye, three drowned
Orion, at St David's, all drowned
Oriental, at Rhyl, all saved
Paragon, at Yarmouth, all saved
Providence, at Padstow, all saved
Primera Galan, at Dover, three drowned
Pilot, at Dover, all drowned
Percival, at Bristol, all saved
Priscilla, at Porthor Bay, all drowned
Queen, at Bristol, all saved
Royal Charter, at Red Wharf Bay, 459 drowned
Rosebud, at Watchet, all saved
Robert, at Newquay, ail saved
Sir R. Peel, at Portraeth, all drowned
Swift, at Bristol, all saved
Susan, at Bideford, all saved
Sultan Selina, at Bristol, all saved
Silia, at Yarmouth, all saved
Sprite, at Maluko, all drowned
Syria, at Whitby, four drowned
Ship, on the Cow and Calf Rocks, all drowned
Thistle, at Morte Bay, four saved
Trio, at Stratton, all saved
True Bess, at Solva, three drowned

Thames, at Penarth. one drowned
Three Vessels, at Dinas Head, all drowned
Two Sisters, at Grimsby, all saved
Union, at Newquay, all saved
William, at Lyme, all saved
Watchet Trader, at Skyrawathers, all saved
Wave, at Freshwater Bay, all drowned

On the bright side of this picture stands the Royal National Lifeboat Institution. It is only just, we should acknowledge—and what place more fitting—the noble assistance it has rendered in the cause of humanity, for through its timely aid many of the crews recorded above as saved were snatched from death by its excellent boats. May the institution meet with all the support it so eminently deserves.

Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Saturday 26 November 1859

ABERYSTWITH. A largely attended public meeting was held in this town on Tuesday, under the presidency of Mr. Edward Roberts, mayor, for the purpose of raising subscriptions for the relief of the widows and orphans of sailors belonging to this district lost during the late gale. Resolutions were passed and a committee formed to carry out the object of the meeting. Upwards of £50 was collected in the room.

Welshman - Friday 18 November 1859

From the public meeting held in Aberystwith to raise money for Widows and orphans.

In this town and port too, considerable property is invested in shipping, and in a pecuniary point of view the late losses are considerable. all know how anxious every captain is to have a ship of his own, or at least, as many shares at possible in one, but there are constant drawbacks and losses, besides competition in freight, that make the apparent owner and captain little less than nominal, though registered perhaps as owner. The very insurance money on loss would not go often to the family of the lost captain, but to those who are creditors on the ship.

Vessels reported lost in Porthor Bay

Beatrice Catherine, at Porthor Bay—all drowned

Claudia, at Porthor Bay—all drowned

Priscilla, at Porthor Bay, all drowned



Fig. 1 Porthor (Porth Oer) Bay

The sandy beach on this National Trust owned area of the Llyn Peninsula in North Wales is called Porthor (also known as Port Oer). It is famous as Whistling Sands, so called because of the rounded grains of sand that squeak when walked upon. Porthor used to be a busy port, importing lime and coal and exporting farm produce like butter, cheese, eggs and poultry.

BORTH A MARITIME HISTORY: TERRY DAVIES

Another Aberdyfi man, John Jones, built the following schooners for Borth skippers, Jane and Mary, Beatrice, Sarah, and the Sarah Davies. This shipbuilder was driven to distraction by the Borth owners, fastidious insistence that quality and care should be invested in their purchases, so much so that in a drunken fit he cursed them and demanded that upon his death he be buried well away from them at Towyn. Prospective captains of new ships often supervised their building, which seems reasonable when one considers that their lives depended on the quality of materials and workmanship involved.

After the Leri was diverted into the Dyfi estuary shipbuilding took place at the Lerry Bridge yard, whose main customers were Borth residents. Built there were the sloops Mary and Ellen 1842, Mary Rees 1842, Claudia 1850, Priscilla 1855; the brigantine Island Maid 1851; the schooners Gleanor 1849, Resolute 1849 and the smack Catherine 1864.

Today there is a boat building yard just below the road bridge across the Leri. This is in a sense a resurrection as there was a small ship yard here from the middle of the 19th century. The more ambitious may have seen the new Leri mouth as ideal for shipbuilding within a sheltered estuary near the expanding port of Aberdyfi.

YNYSLAS NATURE RESERVE STUDY

A shipyard had been established at Pont Leri in 1842. The vessels built here included the sloops Mary Rees 1842, Mary and Ellen 1843, the schooners Gleanor and Resolute in 1849, Claudia 1850, Priscilla 1855; the brigantine Island Maid 1851; and smack Catherine in 1864 (Davies 2004: 35)(NPRN 506294). The western side of the Leri is the most likely place for the shipyard as a small section extant wharf is shown at this location on Sales Particulars dating to 1862(NPRN 506515)(Nat Lib of Wales MAP7613). Of the recorded shipbuilders at Aberdyfi, Thomas Richards, Roger Lewis, John Jones and Griffith Owen, John Jones built the largest number of vessels. The greatest period of productivity being 1857–1864, during which time 16 vessels were completed. John Jones is known to have worked at both Penhelig and at Ynyslas. John Jones had first worked for Rowland Evans at the profitable shipyard at Cei Ward, Derwenlas (Jenkins 2000: 63-86).

Aberdovey Londoner March 28, 2020.

John Jones, “Jac y Taeth” was the most prolific of the Aberdovey shipbuilders. He probably settled in Aberdovey in the 1840s, having been born in Llanfihangel-y-Traethau in around 1816, and was accompanied by his wife Catherine with whom he had seven children. Lewis Lloyd suggests that John Jones had probably served an apprenticeship in Porthmadog as a ship carpenter. All his ships were built on the river Dyfi, most at Aberdovey and some at Llyn Bwtri near Pennal and at Derwenlas. He often had more than one vessel on the go at once, and Lloyd says that he laid 16 keels between 1857 and 1864, and some 29 throughout his shipbuilding career, specializing in schooners. Of these the smallest of his schooners was c.45 tons and the largest were Sarah 106 tons and

Eliza Jane, 131 tons, which seems to have been converted into a schooner. He also built a small smack, Morben 28 tons, a 209 ton brigantine Rebecca, and the 258 barque Mary Evans, amongst others. He was clearly a man who could put his skills to whatever type of sailing ship was needed, small or large. Two of his sons, Robert and Evan, also entered the business. As shipbuilding declined he seems to have shifted from building ships to repairing them instead, a common solution for former shipbuilders faced with the difficulties of the shipbuilding industry towards the end of the 19th Century.

Lloyd, L. 1996. A Real Little Seaport. The Port of Aberdyfi and its People 1565-1920. Volume 1. ISBN-10 1874786488



Fig. 2 River Leri location and present course



 Adberdovey(Aberfyfi  Leri bridge



Fig. 3 River Leri and bridges with modern boat yard

On the night of 25th/26th October 1859 a severe and slow moving storm struck the British Isles. It was considered to be the most severe storm to hit the Irish Sea in the 19th century. The storm depression was first noted in the Bay of Biscay near Cape Finisterre on 24th - 25th. The centre progressed northwards over Britain from Cornwall to the Yorkshire Coast and the strongest winds in the system developed as a rather narrow stream from the N or NNE over the Irish Sea. The winds reached hurricane force 12 on the Beaufort Scale and were estimated at well over 100mph. Wind speeds recorded in the Mersey were higher than any previously recorded.

The Royal Charter Gale and the world's first National Forecasting Service

The storm took 800 lives and 133 ships with a further 90 badly damaged. Twice as many people were lost at sea around the British Isles than in the whole of 1858. The most famous ship to founder during the night was the steam clipper Royal Charter, which foundered on the north coast of Anglesey. The ship was on the last leg of her two month journey from Melbourne to Liverpool. She was one

of the fastest and most famous emigrant ships operating during the years of the Australian Gold Rush and could carry up to 600 passengers and some cargo.

The wreck gained much coverage in the national press and focused attention on the need for storm warnings to reduce further such losses. Robert FitzRoy, founder of the fledgling Meteorological Office, which had been collecting observations from around the British coastline since 1854, believed that his department could provide such a service. He produced a detailed report with charts to prove that the storm could have been tracked and its path predicted. Through his analyses of the Royal Charter and other storms FitzRoy demonstrated the validity of his models and proposed a national storm warning system. There was much doubt amongst the scientific establishment that the weather could be predicted in any meaningful way but the government permitted FitzRoy to test his new science of weather forecasting and to establish a Storm Warning service.

On 1st September 1860 weather reports began to be collected at the Meteorological Office in London via electric telegraph and on the 5th February 1861 the first storm warning was issued. This used a combination of cones and drums hoisted on a staff to warn ships both in harbour and along the coast of an approaching gale. On the Tyne the warning was disregarded and many lives were lost however the accuracy of the warning meant that further warnings were heeded and the scheme was widely popular. FitzRoy became a hero to many in the maritime community, including the RNLI. He also produced a guide to assist with interpreting changes in the barometer, this was especially useful to fishermen operating from smaller ports without access to warning signals.

After the death of Fitzroy in 1865 the storm warning service was discontinued due to the ongoing debate about its scientific accuracy but the inevitable increased loss of life caused a public outcry and a campaign in press and in parliament saw the restoration of storm warnings in 1867. The service continues to this day and is now known as the iconic Shipping Forecast.

In 2002 sea area Finisterre was renamed FitzRoy – after Robert FitzRoy, the first professional weather forecaster, captain of HMS Beagle and founder of the Met Office.

7.0 Analysis

The severe storm of 25th-26th of October 1859 turned the whole of the Welsh coast from Beaumaris to Cardiff into a lee shore and left it strewn with wrecks. There was some looting of cargo and sailors effects reported near Cardiff. The loss of the Royal Charter with 459 lives lost is widely reported and results in little reporting of the other vessels lost except lists stating the crew were "all lost" or "all saved". This storm had an effect on the development of the Meteorological Office as Captain Robert FitzRoy, who was in charge of the office at the time, brought in the first gale warning service in 1860 to prevent similar tragedies. The total loss of life was estimated at over 800, with 133 ships sunk and 90 badly damaged.

A lee shore is a shore line with the wind blowing onto it making it very dangerous to sailing vessels who are unable to sail towards the wind. It is also dangerous for steamers and motorised vessels who need sufficient power to overcome the force of the wind, with waves lifting the propeller out of the water as they increase in height. This was the case with the Royal Charter which was a steamer returning from Australia.

Porthor Bay is only sheltered from a south or easterly wind with no shelter for other directions, so it is easy to see that a vessel in the bay would have no escape as the wind increased in force being trapped on a lee shore. It is not a place a master of a sailing vessel would anchor if a wind with any west or northerly direction was blowing. The Storm direction changed to north to ENE as the storm increased in strength preventing escape from the bay.

There were nine vessels reported driven ashore or sunk in Porthor Bay including Claudia (Coflein) and it is a small bay so its unlikely any other vessel was anchored there and survived.

The registration of the Claudia continued until 1870 and it appeared at first she may have been recovered and repaired, but there are no reports of voyages that may be her. The form of registry for Claudia at Aberystwith, Appendix C, shows the registry was closed in February 1875 but states the vessel was wrecked on 25th October 1859 with the ships certificate being lost.

The number of times Claudia sought shelter in port on voyages illustrates the small size of the vessel and the prudence of her master in avoiding adverse weather when he was able without the benefit of weather forecasts.

The crew of the Claudia are unknown except for the master William Francis. When she was registered in 1850, 12 shares each were recorded as being owned by his sons John and William who were under 21 years. He mortgaged his 40 shares and any insurance money from the loss of the Claudia was probably taken to pay that debt. The crew may have been his sons as by 1859 they were probably working but no information on line is available to support this. The port registry is signed by John Francis when the loss of Claudia is notified in 1875 so one son seems to have not been part of the crew.

John Jones, the builder of Claudia probably took advantage of the diversion of the Leri river to start shipbuilding by the Leri Bridge protected from the sea by the canalisation of the river. The boatyard is within walking distance or a short distance by rowing boat of the address given for William Francis on the port registry.

The BNA produced the majority of the reports of voyages and cargos and events affecting Claudia with WNL producing the remainder. A google search produced the information concerning the builder who avoided being in a news article in the newspapers and also did not advertise. This was unusual as most shipbuilders at least started vessels before attempting to sell them, he can only have built to order. The other information came from Google searches.

8.0 Conclusions & Recommendations

I have spent about 30 hours of this research with about 95% of the time being spent on line.

There is no wreck site for the Claudia, she was driven on shore and wrecked. There is no information on line concerning any salvage, but the force of the storm which wrecked her is likely to have reduced her to wooden beams and planks. Coflein reports nine vessels driven ashore here in the Royal Charter storm of which three were wrecked including the Claudia.

The details of the crew of Claudia are unknown and only the name of the Captain William Francis but with his address may be sufficient to trace him on a Genealogical site. The problem is the name William Francis, with his sons William and John are common names without any idea of ages.

The dimensions for Claudia were recorded with other information on the Port registration available on line, details of her voyages and cargos were available but not details concerning her master and majority owner William Francis, even if it was mortgaged. The persons holding the mortgage are not identifiable just from their names. The remainder of my objectives were met even for the builder as more information is available about him now, than was when researching a previous vessel.

The only further research may be via genealogy web sites with subscriptions required.

The story of the Claudia is short and insufficient to warrant any further publications. The story of the Royal Charter Storm and the start of storm warnings is already widely reported.

9.0 References

<https://borthmaritimehistory.com/>

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

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

<https://www.crewlist.org.uk/>

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Appendices:

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

										C
22	Cathrine	Sk J. Gibb	45	Dmbtn 1850	J. Gibb	Grenck	Cly. Coastr	5	A 1	
		I.B.								6
23	Canada	Bk S. Sanders	860	Quebc 1849	Deane & Co	Liverpl	Liv Californ	5	A 1	
		Y.M. & pfr. 500 over pt I.B.	916		F. Deane					7
24	Catherine	Kenneday	349	Shields 1839	Greene &	London	Lon. W Inds	10	A 1	A 1
		Greene Bk Y.M. 50	378	ND. 47 Srprs 50			Cont. 49—	3		3, 51
25	Celerity	Sr Champ'n	110	Livrpl 1850	Chaloner	Liverpl	Liv.	12	A 1	
		Y.M. 50								6
26	Confidence	R. Hoggr	364	Pictou 1840	N. Treweek	B'maris	Lon. Lima	4	A 1	
		Bk Y.M. Im. 500 over pt I.B.	444							9-6
27	Capital	Sw W Playford	260	Sndrld 1850	J. Parkin	Hrtlepl	Sld. Baltic	8	A 1	
		pt I.B.	284							6
28	Costa Rica	Bk E. Andrews	299	Grus'y 1850	LeLacheur	Grnsey	Gns. Pacific	8	A 1	
		Y.M. 50								7
29	Cashmere	Bk	574	Sndrld 1850	J. Hay	Sndrld	Sld.	10	A 1	
		Y.M. 50	640							4
30	Claudia	Sk W Francis	29	Wales 1850	W Francis	Abryst.	AbsCoaster	6	A 1	
		I.B.								7
31	Car	Schenk T. Wells	190	Bidefd 1850	W Schenk	London	Bid Nwflnd	12	A 1	
	Bg	.50 over pt I.B.								7
32	Car	ilhelm J. Sass	170	Demin 1814	Weisnboon	Grfswld	Nwc. Baltic	—	E 1	
	B	I.B.		ND. & ptnb. 41						7
33	Commissary	W. Hewett	640	Mrmci 1849	Bagehot	Bdgwtr	Liv. Lima	4	A 1	
	S	F. & Y.M. 50	735							7
34	Cambodia	S P. Clend'n	914	Sndrld 1850	Jn ^o Hay	Sndrld	Sld. Calcut	13	A 1	
		Y.M. 50 c.f.	806							7
35	Catherine	A Connell	83	Belfast 1850	Connell & S	Belfast	Bel.	8	A 1	A 1
	F. & Y.M. 50	J. M ^c Calmont			M ^c Donnell &		Liv. Medit.			2, 51
	Hayes Sr									
36	Cassiterides	T. Lakey	414	Scilly 1850	Banfield	Scilly	Sil. Californ	12	A 1	
	Bk	Y.M. 50								7
37	Christian	Sr P Stephen	110	Garnh 1850	P. Cumine	Frasrbg	Bnf. Coaster	6	A 1	
		pt I.B.								8
38	Clio	Sp Mongom'ry	74	Perth 1828	J Anderson	Boness	Stk. Dublin	—	E 1	
		I.B.		55	O. & F. NK 112. ND. Klsn & Srprs 50					8
39	Confidence	Pauk	164	Sndrld 1846	Burton & c	Sndrld	Sld. Chatham	8	A 1	
	Sw	I.B.								47
40	Canton	S Dunkerly	376	Hull 1834	Torr & Co.	Hull	Hul. Baltic	9	E 1	
				ND. & lrp. 46 Srprs 49			S.S. 46			2
41	Clytha	Bk W. Barry	198	PE Isl 1839	W Penny	Cork	Crk.	4	E 1	
		I.B.		N Klsn & Srprs 50			S.S. 50—4yrs			8
42	Charlotte Ma-	J. Park	90	Poole 1850	J. Guest	Poole	Poo.	12	A 1	
	ria Sr									8
43	Cleopatra	Bk Wilkie	480	Sndrld 1850	J Mitchell	Glasg'w	Sld. Ceylon	13	A 1	
		Y.M. 50 c.f.	527				Sld. E. Inds			9-8

Claudia a smack, of 29 tons, master & owner W Francis, built in Wales in 1850 using iron bolts, oak & elm, registered at Aberystwith, draught 6 feet, sailing as a Aberystwith coaster, classifies A1 for 6 years in July 1850

1851, 1852,1853,1854 No changes

1855 No classification shown

1856, 1857 No change

1858 No entry

Appendix B – The Timeline for the *Claudia*

1850

July 29 1850 Saundersfoot arrived *Claudia*, Francis from Aberystwith

September 13 1850 Waterford put in *Claudia*, Francis from Caernarvon for Cork

September 17 1850 Waterford sailed *Claudia* 29, Francis for Cork - slates

September 18 1850 Queenstown arrived *Claudia*, Francis from Bangor with slates

October 3 1850 Queenstown sailed *Claudia*, Francis for Bristol

October 9 1850 Bristol arrived *Claudia*, Francis from Cork

December 9 1850 Caernarvon passed through straits *Claudia*, Francis from
Saltney for Aberystwith

December 15 1850 Caernarvon put in and remains *Claudia*, Francis for
Aberystwith from Saltney

December 19 1850 Caernarvon sailed *Claudia*, Francis for Aberdovey

December 26 1850 Caernarvon arrived *Claudia*, Francis

1851

February 14 1851 Portmadoc arrived *Claudia*, Francis from Aberystwith

February 19 1851 Portmadoc arrived *Claudia*, Francis

February 26 1851 Portmadoc sailed *Claudia*, Francis for Newport

w/e February 29 1851 Newport arrived *Claudia*, Francis from Portmadoc - slates

March 25 1851 Cardiff proceeded for the roads *Claudia*, Francis for Liverpool

April 7 1851 Liverpool arrived *Claudia*, Francis from Cardiff

April 15 1851 Beaumaris passed by *Claudia*, Francis for Bangor

April 16 1851 Port Penrhyn, Bangor arrived *Claudia*, Francis

April 27 1851 Caernarvon arrived *Claudia*, Francis

May 1 1851 Port Penrhyn, Bangor cleared out Claudia, Francis for Portland
- slates

May 1 1851 Caernarvon passed through straits Claudia, Francis from Liverpool
. for Gloucester

May 4 1851 Gloucester arrived Claudia, Francis from Bangor - slates

May 21 1851 St Tudwall's sailed Claudia, Francis for Liverpool from Newport

June 14 1851 Caernarvon sailed Claudia, Francis for Dartmouth

June 14 1851 Caernarvon passed through straits Claudia, Francis from Liverpool
. for Dartmouth

June 19 1851 Porthdynllaen arrived Claudia, Francis

June 21 1851 Aberdovy sailed Claudia, Francis for Dartmouth

July 13 1851 Porthdynllaen put in Claudia, Francis from Charlestown - gale

July 16 1851 Porthdynllaen sailed Claudia, Francis for Liverpool

July 25 1851 Liverpool cleared out Claudia, Francis for Milford

August 13 1851 Saundersfoot sailed Claudia, Francis for Aberdovey

August 20 1851 Holyhead arrived Claudia, Francis from Milford

September 18 1851 Aberdovey sailed Claudia, Francis for Douglas

September 22 1851 Aberdovey arrived Claudia, Francis

September 29 1851 Caernarvon arrived Claudia, Francis from Douglas

October 9 1851 Caernarvon remains Claudia, Francis from this port for
. Carmarthen

October 17 1851 Caernarvon remains Claudia, Francis from this port for
. Carmarthen

October 17 1851 Caernarvon sailed Claudia, Francis for Carmarthen

October 21 1851 Caernarvon sailed Claudia, Francis

October 29 1851 Carmarthen arrived Claudia, Francis from Caernarvon

October 31 1851 Carmarthen sailed Claudia, Francis for Llanelly in ballast

November 14 1851 Port Talbot sailed Claudia, Francis for Saltney

December 2 1851 Caernarvon passed through straits Claudia, Francis from
. Aberavon for Saltney

December 26 1851 Aberystwith arrived Claudia, Francis

December 28 1851 Caernarvon passed through straits Claudia, Francis from
. Saltney for Aberdovey

1852

March 3 1851 Porthdynllaen put in Claudia, Francis from Aberdovey

March 3 1851 Porthdynllaen sailed Claudia, Francis Chester

March 25 1851 Passed through straits Claudia, Francis from Wepra for Swansea

March 29 1851 Swansea arrived Claudia, Francis from Chester

April 5 1852 Neath sailed Claudia, Francis for Aberdovey

April 18 1852 Saundersfoot arrived Claudia, Francis from Aberystwith

April 22 1852 Aberdovey sailed Claudia, Francis for Saundersfoot

April 28 1852 Aberdovey arrived Claudia, Francis from Saundersfoot

April 30 1852 Aberdovey arrived Claudia, Francis from Pembery

May 22 1852 Aberdovey sailed Claudia, Francis for Neath

July 2 1852 Caernarvon put in and remains Claudia, Francis from Bangor for
. Gloucester – SW gale

August 2 1852 Porthcawl arrived Claudia, Francis from Penzance

August 4 1852 Penzance sailed Claudia, Francis for Par

August 10 1852 Porthcawl sailed Claudia, Francis for Liverpool

August 26 1852 Liverpool arrived Claudia, Francis from Porthcawl

September 11 1852 Dundalk sailed Claudia, Francis for Liverpool

September 14 1852 Liverpool arrived Claudia, Francis from Dundalk

September 22 1852 Liverpool cleared out Claudia, Francis for Llanelly

October 10 1852 Gloucester arrived Claudia, Francis from Llanelly - coal

November 4 1852 Liverpool arrived Claudia, Francis from Newport

November 11 1852 Liverpool cleared out Claudia, Francis for Wexford

November 22 1852 Caernarvon passed through straits Claudia, Francis from
Wepra for Newport

1853

January 17 1853 Pwllheli sailed Claudia of and for Aberystwith

January 19 1853 Pwllheli sailed Claudia for Wexford

January 27 1853 Porthdynllaen arrived Claudia, Francis

January 28 1853 Porthdynllaen sailed Claudia, Francis

February 21 1853 Wexford sailed Claudia, Francis for Cardiff

February 26 1853 Porthcawl arrived Claudia, Francis from Wexford

March 13 1853 Liverpool arrived Claudia, Francis from Porthcawl

April 9 1853 Holyhead put in Claudia, Francis for Newport

April 9 1853 Holyhead sailed Claudia, Francis for Newport

April 28 1853 Aberdovey sailed Claudia, Francis for Flint

May 17 1853 Llanelly arrived Claudia, Francis from Chester

June 7 1853 Caernarvon sailed Claudia, Francis for Aberdovey

August 18 1853 Liverpool cleared Claudia, Francis for Newport

August 23 1853 Caernarvon passed through straits Claudia, Francis from
Liverpool for Newport

September 11 1853 Caernarvon passed through straits Claudia, Francis from
Liverpool for Portmadoc

October 19 1853 Caernarvon remains Claudia, Francis from Wepra for Neath
SE gale

October 24 1853 Caernarvon remains Claudia, Francis from Wepra for Neath

October 30 1853 Caernarvon remains windbound in the straits Claudia, Francis

November 30 1853 Runcorn sailed Claudia for Llanelly

1854

January 6 1854 Aberystwith arrived Claudia, Francis from Neath

March 1 1854 Aberdovey sailed Claudia, Francis for Newry

March 22 1854 Holyhead sailed Claudia, Francis for Newry

March 27 1854 Newry loading Claudia, Francis for Liverpool

April 10 1854 Liverpool arrived Claudia, Francis from Newry

April 26 1854 Caernarvon arrived Claudia, Francis from Liverpool

May 1 1854 Caernarvon remains Claudia, Francis from this port for Neath

May 4 1854 Port Penrhyn, Bangor arrived Claudia, Francis

May 5 1854 Caernarvon sailed Claudia, Francis for Neath

June 5 1854 Neath arrived Claudia, Francis from Aberdovey

June 18 1854 Aberystwith arrived Claudia, Francis from Neath - culm

July 8 1854 Aberdovey arrived Claudia, Francis from Drogheda

July 29 1854 Aberdovey sailed Claudia, Francis for Dublin

August 2 1854 Dublin arrived Claudia, Francis from Aberdovey

August 18 1854 Dublin sailed Claudia, Francis for Newport

September 2 1854 Newport, Mon sailed Claudia, Francis for Liverpool

October 1 1854 Dundalk arrived Claudia, Francis from Runcorn

November 26 1854 Caernarvon passed through straits Claudia, Francis from
Aberdovey for Chester

1855

February 1 1855 Portmadoc arrived Claudia, Francis

March 8 1855 Portmadoc sailed Claudia, Francis

March 10 1855 Caernarvon passed through straits Claudia, Francis from
Portmadoc for Liverpool

April 12 1855 Port Penrhyn, Bangor arrived Claudia, Francis

May 22 1855 Neath sailed Claudia, Francis for Drogheda

September 1 1855 Porthdynllaen sailed Claudia, Francis for Drogheda from
Aberdovey

September 5 1855 Porthdynllaen arrived Claudia, Francis

1856

February 7 1856 Porthdynllaen arrived Claudia, Francis

February 8 1856 Porthdynllaen sailed Claudia, Francis

February 28 1856 Port Penrhyn, Bangor arrived Claudia, Francis

April 2 1856 Caernarvon arrived Claudia, Francis from Swansea

May 14 1856 Aberystwith sailed Claudia, Francis for Dundalk

June 12 1856 Aberystwith arrived Claudia, Francis

June 21 1856 Caernarvon arrived Claudia, Francis from Aberystwith

July 6 1856 Caernarvon arrived Claudia, Francis from Aberayron

July 10 1856 Caernarvon arrived Claudia, Francis

August 16 1856 Caernarvon sailed Claudia, Francis for Aberdovey

September 4 1856 Portmadoc put in Claudia, Francis

September 11 1856 Portmadoc sailed Claudia, Francis

w/e September 19 1856 Gloucester arrived Claudia, Francis from Portmadoc

October 20 1856 Neath arrived Claudia, Francis from Bideford

November 6 1856 Barmouth arrived Claudia, Francis

November 7 1856 Barmouth sailed Claudia, Francis

November 13 1856 Portmadoc sailed Claudia, Francis

November 17 1856 Aberystwith arrived Claudia, Francis from Aberdovey

1857

w/e January 22 1857 Gloucester arrived Claudia, Francis from Portmadoc – slates

w/e January 22 1857 Gloucester sailed Claudia, Francis for Swansea - salt

March 26 1857 Caernarvon sailed Claudia, Francis for Swansea

April 28 1857 Aberdovey sailed Claudia, Francis

April 29 1857 Caernarvon arrived Claudia, Francis from Aberdovey

May 14 1857 Aberdovey arrived Claudia, Francis

May 14 1857 Aberdovey sailed Claudia, Francis

May 26 1857 Aberdovey arrived Claudia, Francis

May 27 1857 Aberdovey sailed Claudia, Francis

May 28 1857 Caernarvon arrived Claudia, Francis from Aberdovey

June 4 1857 Aberdovey arrived Claudia, Francis

w/e June 26 1857 Gloucester arrived Claudia, Francis from Aberdovey - slates

July 20 1857 St Ives arrived Claudia, Francis from Gloucester

July 21 1857 Penzance arrived Claudia, Francis from Gloucester

September 24 1857 Portmadoc arrived Claudia, Francis

October 15 1857 Portmadoc sailed Claudia, Francis

w/e October 22 1857 Gloucester arrived Claudia, Francis from Portmadoc - slates

December 28 1857 Caernarvon sailed Claudia, Francis for Aberdovey

1858

April 29 1858 Barmouth arrived Claudia, Francis

May 15 1858 Caernarvon arrived Claudia, Francis from Aberdovey

May 25 1858 Caernarvon sailed Claudia, Francis for Aberdovey

June 25 1858 Gloucester arrived Claudia, Francis from Aberdovey

w/e July 8 1858 Gloucester sailed Claudia, Francis for Waterford – salt & bricks

July 15 1858 Waterford sailed Claudia, Francis for Gloucester

1859

September 17 1859 Aberdovey sailed Claudia, Francis for Milford

October 25/26 1859 Driven onshore Porthor Bay

No. 14 / 1850 Port of Abertystwith 19 / 1850 dated 19 April 1850

Name "Claudia" Burthen 29 ²⁹⁸ / ²⁵⁰ Tons, the said William Francis Master.

When and where built or condemned as Prize, referring to Builder's Certificate, Judge's Certificate, or last Registry Built at Barry, in the County of Glamorgan, as appears in the present year, as appears by the Certificate of the said Judge dated the 1st day of April One thousand eight hundred and fifty.

Name and Employment of Surveying Officer James Cox the Surveying Officer at Abertystwith

Decks, Masts, length feet inches Breadth, taken the Main Wales, Rigged with a Head, feet inches, Height between Decks, feet inches, or Depth in the Hold, feet inches, Bowsprit, sterned, built, Galleries, Head, Admeasured

Official Number 19806 at Durham 28/4/55

NEW FORM.

One Decks, One Mast, that her length from the inner part of the Main Stem to the fore part of the Stern aloft is Forty one Feet six Tenths, her Breadth in Midships is Seven Feet two Tenths, her Depth in hold at Midships is Seven Feet two Tenths, that she is Single Sterned

Single Built, no Galleries, Rigged with a Running Bowsprit, Square Sterned Head, Frank Sterned Stem of Wood (signed) J. Evans, Collr for the said ship

Admeasured under the Act 5 & 6 WILLIAM IV. cap. 56. is a sailing vessel

Subscribing Owners.	Shares.
<u>William Francis of Glamorgan, in the Parish of St. Michael's, Glamorgan, Master & Owner</u>	<u>Forty</u> <u>40</u>
Other Owners.	
<u>John Francis, and</u>	<u>Twelve</u> <u>12</u>
<u>William Francis the younger of Glamorgan, apprentices Mariners, who are both under the age of twenty one years, and</u>	<u>Twelve</u> <u>12</u>
	<u>64</u>

(signed) J. Evans, Collr
for the said ship

Custom House, Abertystwith - 11th July 1850 William Francis of Glamorgan in the Parish of St. Michael's, Glamorgan in the County of Glamorgan Master & Owner has transferred by Redeemable of assignment dated 10th July 1850 forty forty fourth parts or shares, to Thomas Jones the younger born at Abertystwith in the County of Glamorgan Merchant and Edward Jones born at Abertystwith in the County of Glamorgan Merchant

8 February 1855 Registry London Vessel Wrecked
on 25th October 1854 Certificate Lost Copy also lost
John Francis Owner & T. Currier Regr

Appendix D Appropriation Book Entry

Appropriation Books, Official Numbers 19801 - 19850 (19806)

Image source [clip](#)

19804	Thomas Clifton	76	-	"	9 Dec 1842	-	27
19805	Martha	43	"	"	7 June 1851	"	28
19806	Claudia	29	"	aboystrith	19 Apr 1850	"	"
19807	Lively	47	"	Preston	24 May 1841	"	May 1
19808	Preston	262	Shannon	"	11 Oct 1853	"	7
19809	Lord Nelson	29	Sailing	Dublin	4 May 1849	"	"
19810	Albion	104	"	Preston	7 1834	"	June 2
19811	Rakce	43	"	"	1 March 1833	"	8
19812	Monarch	41	"	Lancaster	15 April 1836	"	30
19813	Britannia	36	"	Preston	12 June 1852	"	"
19814	Alce	34	"	Liverpool	21 Oct 1848	"	"
19815	See	34	"	Preston	26 March 1832	"	July 2
19816	William	33	"	"	30 March 1834	"	"
19817	Sero	35	"	"	26 April 1835	"	"
19818	Prince Royal	41	"	"	3 Aug 1833	"	"
19819	Ellen	47	"	"	16 March 1846	"	7

Appendix E Mercantile Navy List

mercantile Navy List, 1865, page 72

Ship: CLAUDIA

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

GO [Navigation icons] Page 72 GO [Navigation icons] Notes

Official No.	Name of Ship and Port of Registry.	Commercial Code Signal (if any).	Registered Tonnage.	Horses Power.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
5248	Claret, Whitby	J.G.T.S	177	..	William Cuthbert, Whitby, York.
35554	Claribel, Glasgow	R.Q.D.G.	458	..	H. E. Crum-Ewing, M.P., Glasgow.
36419	Clarinda, Prince Edward Island	R.V.P.T	25	..	James C. Pope, Summerside, Prince Edward Island.
26236	Clarinda, Shields, South	P.K.H.B.	269	..	W. Davis, Worth Street, South Shields.
26692	Clarinda, Sunderland	P.M.F.K	211	..	John Crouch, 44, Addison Street, Sunderland.
3220	Clarissa, Aberystwith	H.S.K.P	96	..	Thomas Jones, Aberystwith.
2050	Clarissa, Banff	N.J.T.W	124	..	R. Anderson, Garmouth, Moray.
32591	Clarissa, Sydney	Q.W.R.N	61	..	Edward Davies, Sydney, N.S.W.
48457	Clarissa Ann, Windsor, N.S.	V.S.T.J	102	..	John Arnold, jun., Cornwallis, King's county, N.S.
39525	Clarita, Nassau, N.P.	S.P.N.W	20	..	William and Jeremiah Mathews, Abaco, Bahama.
40905	Clarkstone, Melbourne	T.B.K.W	151	..	Thomas Norton, Melbourne, Victoria.
44497	Claro Babuyan, Sunderland	T.V.J.K	358	..	William Adamson, Sunderland.
47072	Clarovine, Aberystwith	V.M.D.C	255	..	David Jones, Llanow, Cardigan.
24962	Clasmerden, Liverpool	P.D.B.F	1593	..	William Wrigley Widdop, Brighouse, Yorkshire.
9255	Clauchloundoun, Dumfries	K.G.N.W	31	..	W. Stewart, Glencaple, Dumfries.
44865	Claud Hamilton, London	..	530	100	Panama, N.Z., & Australian Ryl. Mail Stm. Pkt. Co.Lim., Stephen Court, Faversham. [41, Moorgate St., City.
17556	Claude, Faversham	..	36	..	Stephen Court, Faversham. [41, Moorgate St., City.
12180	Claude, Maldon	K.W.Q.V	16	..	William Candy, Burnham, Essex.
19806	Claudia, Aberystwith	M.T.L.H	29	..	W. Francis, Glanywern, Llanfihangel Genuir Glyn, Crdgn.
25974	Claudia, Aberystwith	P.J.F.N	117	..	Evan Jones, Aberystwith.
4289	Claudia, Belfast	J.B.T.V	174	..	Jam. [unclear], Belfast.
21020	Claudia, Cardigan	N.D.P.H	80	..	Lev. [unclear], Newport, Pembroke.
11020	Claudia, Dublin	K.Q.V.N	134	..	W. J. [unclear], Rogerson's Quay, Dnblin.
24618	Claudia, London	P.E.N.F	364	..	Thom. & Co. 1, Billiter Court, City.
3922	Claudia, Hull	H.W.J.L	143	..	Jam. [unclear], 21, High Street, Hull.
44467	Claudia, Sunderland	T.V.G.K	488	..	Robt. [unclear], Sunderland.
20509	Claudia, Belfast	N.B.L.G	84	..	Jam. [unclear], Carrickferus.
20433	Claudia, Leith	287	..	Geor. Francis Dickinson, 17, Gracechurch Street, City.
7691	Claudia, Southampton	J.V.T.B	84	..	John [unclear], Ickwell Bury, Biggleswade.
1307	Claudia, Shields, South	H.J.M.C	228	..	William Wright, South Shields.
2769	Cleaddon, Sunderland	H.Q.M.N	212	..	W. Lowson jun., Sunderland.
16293	Cleaddon, Sunderland	L.W.T.D	863	..	Edward Gourley, Villiers Street, Sunderland.
35724	Clear, Lunenburg, N.S.	..	31	..	John Conrad, Lunenburg, N.S.
36088	Clear the Tract, Halifax, N.S.	R.T.H.S	12	..	(b) Peter Webber, Jedore, Halifax. N.S.

Until after Claudia was wrecked only the Port of registration was shown, since her registration had not been closed the entries continued unchanged with further details added as the list expanded.

Appendix F Locations of Ports

Douglas on the Isle of Man

Drogheda is an industrial and port town in County Louth on the east coast of Ireland, 35 miles north of Dublin.

Pembrey is a village in Carmarthenshire, Wales, situated between Burry Port and Kidwelly, overlooking Carmarthen Bay

Port Penrhyn is a harbour located just east of Bangor in north Wales at the confluence of the River Cegin with the Menai Strait. It was formerly of great importance as the main port for the export of slate from the Penrhyn Quarry, the largest slate quarry in the world at the end of the nineteenth century.

Queenstown was called Cork Cove before a visit by Queen Victoria, and since 1824 Cobb - near Cork

Saltney is a town and community adjoining Chester on the England–Wales border with the west part lying in Flintshire and the eastern part in Cheshire.

Straits are the Menia Straits between Anglesey and the mainland

Wepra was a creek in the port of Chester but is now part of Connah's Quay

Yarmouth Isle of Wight, in the Solent near the Needles

→ Newry, → Queenstown (Cobb)



→ Saltney, → Caernarvon, → Gloucester, → Aberdovey
→ Portmadoc, → Barmouth, → Neath, → Porthdynllaen,
→ Chester, → Milford, → Runcorn, → Straits,



- Douglas,
 Charlestown,
 Portland,
 Porthcawl,
 St Tudwall's,
 Pembury,
 Beaumaris,
 Bideford,
 Aberdovey,
 Dartmouth,
 Saundersfoot,
 Flint,
 Wepra/Chester,
 St Ives