



**Welsh Wreck Web Research Project
(North Cardigan Wales Bay)
On-line research into the Grounding of:
Cupid (Schooner)**



Similar Jersey Schooner

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

Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Wales Bay)
On-line research into the Grounding of:
*Cupid (Schooner)***

Compiled by:

Gareth J.S. Davies
Manila, Philippines
Email/Skype: davies_j_gareth@hotmail.com

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

Date:

Nov 2021

Report Ref:

Leave blank

1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the schooner Cupid, later renamed Esperanza (MADU Ref#304), built and launched at Jersey Channel Islands in 1865.

The schooner Cupid was initially a livestock carrier sailing between N.W. Spain and England with raw materials being carried to Spain. Later general cargoes including raw materials were carried between Ireland, Wales, Scotland, England with occasional voyages to the Azores, Norway, Germany, France, Portugal and Mediterranean Spain.

On Jan 11th 1895, the Cupid ran aground and sank approximately 1 mile inside the bar at Cardigan Wales. The Cupid was refloated, repaired, sold and renamed Esperanza. The Esperanza continued to sail predominately between Ireland, Wales Scotland and England. On May 24th 1913 the Esperanza ran aground on Nash Sands South Wales and sank.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

2.0 Index	Page No.
1.0 Abstract	3
2.0 Index	4
2.1 Table of Contents	4
2.2 List of Tables	4
2.3 List of Figures	4
2.4 Contributors	4
2.5 Abbreviations	5
2.6 Appendices	5
3.0 Introduction	6
4.0 Background	7
5.0 Research Methodology	8
6.0 Results	9
7.0 Analysis	10
8.0 Conclusions & Recommendations	17
9.0 References	18
9.1 Online WebPages	18
9.2 Personal Correspondences	18
9.3 Publications	18

2.2 List of Tables

Table 1. Extract from MADU Master Wrecksite Database	7
Table 2. Cupid (Schooner) Specification and History	9

2.3 List of Figures

Front Page Similar Jersey Schooner	1
Fig. 2 Location of Cupid Grounding, Jan 11 1895	7

2.4 Contributors

Ian Cundy MADU Archaeological Diving Unit,
 Nautical Archaeology Society (Regional co-ordinator for Wales)

Graeme Perks Researcher

2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
LR	Lloyds' Registry

2.6 Appendices

Appendix A:	Appropriation Book June 1865, Cupid -----	19
Appendix B:	Mercantile Navy Listing 1866, Cupid Jersey -----	19
Appendix C:	Assisted Emma of Liverpool in Bay of Biscay, Mar 1869 -----	19
Appendix D:	Assisted Derelict Steamer off the Lizard, Aug 1870 -----	20
Appendix E:	Damaged in Storm Nov 1872 -----	20
Appendix F:	Picked up Survivors of Southport Shipwreck, Jun 1875 -----	21
Appendix G:	Damaged in Storm, Nov 1875 -----	22
Appendix H:	Collision off Dover, Dec 1877 -----	22
Appendix I:	Picked up Survivors of Huelva Shipwreck, Aug 1884 -----	23
Appendix J:	Mercantile Navy Listing 1887, Cupid Falmouth -----	24
Appendix K:	Damaged Departing Dunkirk, Dec 1892 -----	24
Appendix L:	Refloating of Cupid, Feb 1895 -----	24
Appendix M:	Sale of Cupid by Auction at Cardigan, Jul 1895 -----	25
Appendix N	Lloyd's Registry 1896, Esperanza -----	25
Appendix O:	Mercantile Navy Listing 1896, Esperanza Milford -----	25
Appendix P:	Collision at Milford Wales, Mar 1896 -----	26
Appendix Q:	New International Codes of Signals, May 1896 -----	26
Appendix R:	Towed to Milford Haven, Oct 1904 -----	26
Appendix S:	Ran Aground After Collision, Oct 1909 -----	27
Appendix T:	Mercantile Navy Listing 1910, Esperanza Wexford Ireland -----	27
Appendix U:	Sinking at Nash Sands South Wales, May 1913 -----	28

3.0 Introduction

The schooner Cupid was chosen as:

- it covered a period of sea history from the mid 19th century to early 20th century.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

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

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
304	11/01/1895	Cupid	Cardiganshire	Cardigan Bar, 1M inside		Schooner	wood	rl

On Jan 11th 1895, the Cupid ran aground and sank approximately 1 mile inside the bar at Cardigan. The Cupid was refloated, repaired, sold and renamed Esperanza.

Fig 2: Location of Cupid Grounding, Jan 11 1895



5.0 Research Methodology

Computer System

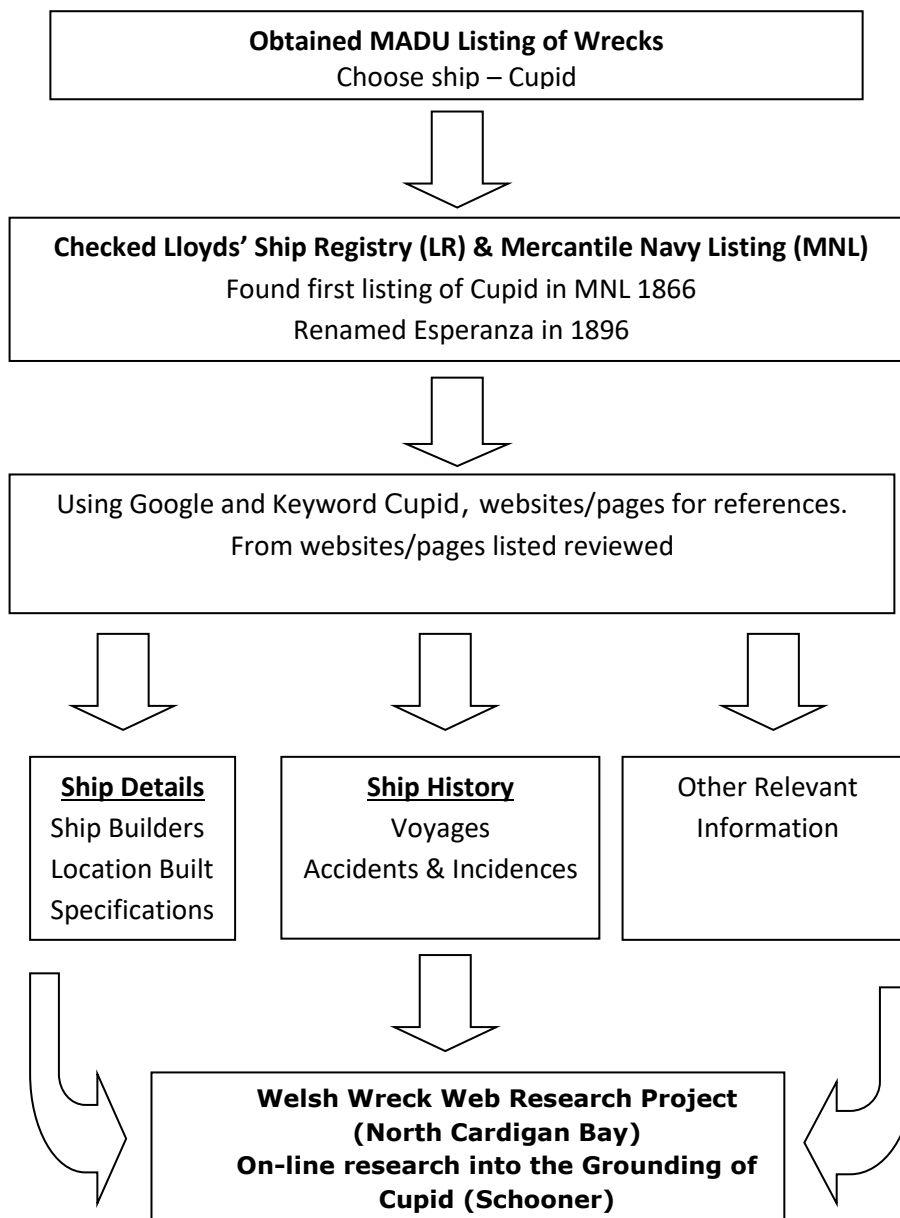
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: Cupid (Schooner) Specification and History

Vessel	Name/s	Cupid Renamed Esperanza in 1895
	Type	Sailing Ship - Schooner Cattle, general cargo
Built	Date	Launched: May 1865
		Delivered: Jun 1865
	Builder	Daniel le Suer & Son Jersey, Channel Isles
Construction	Materials	Wood
	Decks	1
	Bulkheads	N/A
Propulsion	Type	Sail
	Details	2 masts
Dimensions	Length	87 ft 2 in
	Beam	19 ft 5 in
	Draught	10 ft 0 in
Tonnage	Gross	97 grt
	Net	87 nrt
Owners	1866	John Bisson, Jersey
	1887	John Bisson, Penryn, Cornwall
	1897	Francis Jones, Milford Wales
	1900	William Murphy, Wexford Ireland
	1907	Mary Murphy, Wexford Ireland
	1913	Thomas Murphy, Wexford Ireland
Registry	Port	1866 Jersey; 1887 Falmouth; 1897 Milford; 1910 Wexford, Ire
	Flag	GBR
	Number	51264
	Code	1866: H.C.S.D; 1897: P.R.C.V
History	Routes	N.W. Spain and England, Ireland, Wales, Scotland, England, Azores, Norway, Germany, France, Portugal, Spain
	Cargo	Cattle, raw materials
Grounded	Date	11/01/1895
	From	London
	To	Cardigan, Wales
	Captain	W. Richards
	Crew	5
	Cargo	Guano
	Location	Ran aground 1 mile inside Cardigan Bar, 52.05.45N 04.40.30W
	Cause	Weather
	Loss of life	0
Outcome	Grounded and refloated about 1 month later	
Sunk	Date	24/05/1913
	From	Newport Wales, Wales
	To	Wexford Ireland, Ireland
	Captain	N/A
	Crew	5
	Cargo	Coal
	Location	Ran aground and sunk off Nash Point South Wales
	Cause	Weather
	Loss of life	0
	Outcome	Sank

7.0 Analysis

- The Cupid was built by Daniel le Suer and launched at Jersey Channel Islands in Jun 1865. The Cupid was registered at Jersey, Cupid-Jersey and owned by Mr John Bisson of Jersey (Appendix A, B).
- The Cupid-Jersey mainly sailed a weekly return voyage from Penryn/Falmouth Cornwall to Corunna in N.W Spain. Cargo from N.W Spain was approximately 60 cattle/oxen per trip. The Cupid also sailed between ports throughout the U.K, Ireland, Poland France, Azores, Portugal and Spain.
- In 1887, the Cupid-Jersey was registered at Falmouth, Cupid-Falmouth (Appendix J).
- On Jan 11th 1895, the Cupid-Falmouth ran aground and sank approximately 1 mile inside the bar at Cardigan Wales. The Cupid-Falmouth was refloated which was the first attempt made at Cardigan to refloat a sunken vessel. The Cupid-Falmouth was repaired, sold and renamed Esperanza (Appendix L, M).
- In 1896, the Esperanza was registered at Milford, Esperanza-Milford (Appendix N, O).
- In 1910, the Esperanza was registered at Wexford, Esperanza-Wexford (Appendix T).
- On May 24th 1913, the Esperanza-Wexford ran aground in dense fog and sank on Nash Sounds, South Wales while sailing from Newport to Wexford with a cargo of coal. The crew abandoned the ship before it sank (Appendix U).

From newspaper articles the Cupid/Esperanza was recorded:

1865

Jun 22: Sailed St Helier Jersey for Falmouth Cornwall (Kent).
 Jul-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Oct 09: Arrived Cardiff from Falmouth Cornwall, ballast (Kent).
 Oct 16: Sailed Cardiff for Corunna Spain, cargo coal (Kent).

1866

Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Dec 06: Sailed St Helier Jersey for Corunna Spain.

1867

Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 May 23-28: Sailed St Helier Jersey for Corunna Spain (Kent).
 Sep 27-Oct 28: Sailing Falmouth Cornwall for Terceira Azores.
 Dec 05: Arrived Gravesend from Terceira Azores (Kent).
 Dec 02: arr Dover Kent.

1868

Jan 18: Arrived Hull from Terceira Azores (Kent).
 Jan 24-Feb 17: Sailed Hull for Terceira Azores via Falmouth Cornwall.
 Mar 22: Arrived Hull from Terceira Azores.
 Apr 20: Arrived Torbay Devon from Newcastle for Spain (Jersey).
 Apr 01: Sailed Hull Humberside for Shields
 May 30: Sailed Port Mahon Spain for Falmouth Cornwall (Kent).
 Sep 17: Arrived Falmouth Cornwall from Corunna Spain (Kent).
 Oct 26: Arrived Plymouth Devon from Smyrna (Thessalonica) for Falmouth Cornwall.

1869

Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall

and Corunna Spain, cargo oxen (Kent).

- Feb 20: Arrived Falmouth from Corunna for Penryn with crew of steamship George Elliot which sank near Vivero Spain on Feb 02 sailing Shields for Naples.
 Mar 13: Assisted barque Emma after collision with unknown steamer (Appendix C).
 Jul 24-26: Sailed Penryn/Falmouth Cornwall for St Helier Jersey (Kent).
 Aug 16-20: Sailed St Helier Jersey for Corunna Spain (Kent).

1870

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Aug 05: Sailed Corunna Spain for Falmouth Cornwall (Kent).
 Aug 09: Arrived Falmouth Cornwall with a derelict steamer in tow (Appendix D).

1871

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Sep 13: Arrived Corunna Spain from St Helier Jersey (Kent).
 Sep 14-27: Sailed Corunna Spain - Tambo Spain - Corunna Spain (Kent).
 Oct 04-11: Sailed Corunna Spain for Plymouth Devon.
 05: put back to Corunna Spain.
 Oct 15-22: Sailed Plymouth Devon Cornwall for Corunna Spain (Kent).
 Nov 02-08: Sailed Corunna Spain for Portsmouth (Kent).
 Nov 18-Dec 02: Sailed Penryn Cornwall for Terceira Azores (Kent).
 Nov 28: spoken at Lat 40 5 N Long 23 21 W, steering west.

1872

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Jan 03: Arrived Gravesend Kent from Terceira Azores (Kent).
 Feb 08-20: Sailed Newport Wales for Corunna Spain, cargo 157 tons coal (Kent).
 May 25: Sailed Penryn Cornwall for Galway Ireland (Kent).
 Oct 21: Arrived St Nazaire France from Falmouth Cornwall.
 Nov 24: Put in at Penryn Cornwall sailing for Cardiff with damage due to severe storm, cargo potatoes (Appendix E).

1873

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Nov 30: Passed Lizard eastward with jibboom gone.

1874

- Jan - Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent).
 Apr 08-10: Sailed Penryn for Jersey.
 Jun 24-30: Sailed Jersey for Corunna Spain (Kent).

1875

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Kent, Richards).
 Jun 23: Arrived at Falmouth Cornwall from Corunna Spain with 2 survivors from the wreck Southport which sank Jun 07 (Appendix F).
 Nov 11: Arrived Penryn from Corunna.
 Nov 09: Damaged sailing Corunna Spain for Penryn Cornwall (Appendix G).

1876

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1877

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards, Williams).
- Jan 04: Put back for Penryn Cornwall for Corunna Spain due to loss of jibboom and bulwarks (Williams).
- Dec 07: Arrived Falmouth from Terceira Azores.
- Dec 10: Put in at Dover sailing Terceira Azores from Hull via Falmouth after collision with steamer Dalton (Appendix H).

1878

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).
- Feb 22: Sailed Dover for Shields.
- Mar 09-15: Sailed Newcastle for Swinemunde/Stettin Poland (Richards, Jersey).
- Apr 01-13: Sailed Swinemunde/Stettin Poland for Penryn Cornwall (Richards).

1879

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1880

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).
- Jul 06: Arrived Corunna Spain from Jersey (Richards).

1881

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).
- Jan 03: Arrived Corunna Spain from Plymouth.
- Jun 24: Arrived Swansea Wales from Falmouth Cornwall (Richards).
- Jun 30-Jul 22: Sailed Swansea Wales - Granville France - Cardiff (Richards).
- Jul 27-Aug 02: Sailed Cardiff for Cherbourg France (Richards).
- Aug 15-19: Sailed Cherbourg France for Penryn Cornwall (Richards).
- Sep 27: Arrived Corunna Spain from Plymouth Devon (Richards).
- Oct 08: Arrived Corunna Spain from Plymouth Devon (Richards).

1882

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).
- Sep 20: Arrived Corunna Spain from Jersey (Richards).

1883

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1884

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).
- Aug 12: Put in at Falmouth Cornwall with 8 survivors from the steamship Huelva (Appendix I).

1885

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1887

- Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

Registered at Falmouth Cornwall (Appendix J).

1888

Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1889

Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1890

Jan-Dec: Predominately sailed weekly round trip between Penryn/Falmouth Cornwall and Corunna Spain, cargo oxen (Richards).

1892

Oct 18: Sailed Lisbon Portugal for Portimao Portugal (Richards).

Dec 01: Damaged while sailing from Dunkirk France to Newcastle (Appendix K).

Dec 26: Sailed West Hartlepool County Durham for Falmouth Cornwall, cargo 160 tons coal (Richards).

1893

Feb 16: Arrived Penryn Cornwall from Kirkcaldy Scotland (Richards).

Mar 30: Arrived Penryn Cornwall from Crail Scotland (Richards).

May 28-30: Sailed Penryn Cornwall for Pentewan Cornwall (Richards).

Jun 03: Sailed Pentewan Cornwall for Pasaia Spain (Richards).

Aug 12-20: Sailed Lisbon Portugal for Great Yarmouth Norfolk (Richards).

Sep 04: Sailed Great Yarmouth Norfolk for Par Cornwall (Richards).

Sep 18: Sailed Par Cornwall for Barcelona Spain (Richards).

Oct 15-23: Sailed Barcelona Spain for Cadiz Spain (Richards).

Oct 29-Nov 22: Sailed Cadiz Spain for Porthleven Cornwall (Richards).

Dec 02-07: Sailed Porthleven Cornwall for Pentewan Cornwall (Richards).

1894

Jan 29: Put in at Portland Dorset from St Andrew's Scotland for Penryn Cornwall.

Feb 10: Sailed Penryn Cornwall for Anstruther Scotland (Richards).

Mar 14: Sailed Penryn Cornwall for Anstruther Scotland (Richards).

Apr 06: Arrived Penryn Cornwall from Crail Scotland (Richards).

May 26: Arrived Swansea Wales from Falmouth Cornwall (Richards).

May 30: Sailed Swansea Wales for Cherbourg France (Richards).

Jul 04-13: Sailed London for Leith Scotland (Richards).

Jul 20: Sailed Leith Scotland for Newcastle (Richards).

Aug 24: Sailed Pentewan Cornwall for Pasaia Spain (Richards).

Sep 18: Sailed Santander Spain for Plymouth Devon (Richards).

Oct 02: Arrived Charlestown Cornwall from Plymouth Devon (Richards).

Oct 11: Sailed Charlestown Cornwall for Bilbao Spain (Richards).

Dec 28: Sailed London for Cardigan Wales (Richards).

1895

Jan 11: Grounded at Cardigan Wales sailing London for Cardigan Wales, cargo guano

Feb: Refloated and repaired (Appendix L).

Jul 31: For Sale at Public Auction at Cardigan (Appendix M).

1896

Renamed Esperanza and registered at Milford Wales (Appendix N, O).

Mar 27: Collided with schooner Southern Cross at Milford Wales (Appendix P).

Mar 29: Arrived Swansea Wales from Milford Wales, ballast (Croker, Milford).

Apr 05-14: Sailed Swansea Wales for London, cargo 185 tons copperas (Croker).

Apr 21: Sailed Gravesend Kent for coast.

May: New International Codes of Signals (Appendix Q).
 May 21: Arrived Porthmadog Wales from Portland Dorset (Crocker).
 Jul 06: Arrived Frederikstad Norway from Copenhagen Denmark (Crocker).
 Aug 04: Arrived Milford Wales from Frederikstad Norway for Pembroke Dock Wales.
 Aug 21: Arrived Porthmadog Wales (Crocker).
 Sep 12: Arrived Bremen Germany from Porthmadog Wales (Crocker).

1897

Sep 14: Sailed Porthmadog Wales for Harburg Germany (Crocker).

1898

Jan 13: Arrived Porthmadog Wales from Dublin (Crocker).
 Apr 08: Arrived Porthmadog Wales from Dartmouth Devon (Crocker).
 Apr 22: Sailed Porthmadog Wales for Southampton (Crocker).
 Jun 22: Sailed Porthmadog Wales for Cowes I.O.W and Guernsey (Crocker).
 Aug 23: Sailed Britonferry Wales for Porthmadog Wales, ballast (Crocker).
 Sep 29: Sailed Porthmadog Wales for London (Crocker).
 Nov 16: Arrived Burry Port from London, cargo pig lead.

1899

Jan 07: Arrived Holyhead Anglesey from Dublin (Crocker).
 Feb 20-25: Sailed Ayr Scotland for Wexford Ireland (O'Neill).
 Mar 18: Sailed Liverpool for Wexford Ireland.
 Apr 05: Arrived Holyhead Anglesey from Chester Cheshire (O'Neal).
 Jul 19-Aug 03: Sailed Garston Liverpool - Wexford Ireland - Newport Wales (O'Neill).
 Aug 05-18: Sailed Newport Wales - Wexford Ireland - Newport Wales (O'Neill, 81).
 Aug 23: Arrived Wexford Ireland from Newport Wales (O'Neill).
 Aug 31: Arrived Swansea Wales from Wexford Ireland, light (81).
 Sep 04: Sailed Swansea Wales for Wexford Ireland, cargo coal (O'Neill).
 Sep 12-18: Sailed Wexford Ireland for Newport Wales, ballast.
 Sep 20: Sailed Newport Wales for Waterford Ireland (O'Neill).
 Oct 15: Arrived Swansea Wales from Wexford Ireland, cargo gravel.
 Nov 15: Arrived Wexford Ireland from Newport Wales (O'Neill).

1900

Jan 30-Feb 07: Sailed Dublin for Wexford Ireland.
 Mar 07: Sailed Dublin for Wexford Ireland.
 May 19: Arrived Waterford Ireland from Dublin (O'Neill).
 Jul 16: Arrived Ayr Scotland from Belfast (O'Neill).
 Aug 21-26: Sailed Swansea Wales for Wexford Ireland, cargo 160 tons coal.
 Sep 25: Sailed Dublin for Wexford Ireland.
 Oct 18: Arrived Newport Wales from Wexford Ireland.
 Nov 01-27: Sailed Newport Wales - Wexford Ireland - Swansea Wales.

1901

Jan 17: Sailed Wexford Ireland for Dublin (Carty).
 Feb 23: Sailed Wexford Ireland for Dublin (Carty).
 Mar 16: Arrived Wexford Ireland from Dublin (Carty).
 Apr 23: Arrived Dublin from Wexford Ireland (Carty).
 Jul 04: Sailed Wexford Ireland for Newport Wales (Carty).
 Jul 30: Sailed Saundersfoot Wales for Wexford Ireland (Carty).
 Sep 13: Arrived Newport Wales from Wexford Ireland (Carty).
 Oct 16: Arrived Newport Wales from Wexford Ireland (Carty).
 Nov 18: Arrived Cardiff from Wexford Ireland (Carty).

1902

Nov 01-27: Sailed Newport Wales - Wexford Ireland - Swansea Wales, ballast (81).

1903

Aug 08: Sailed Saundersfoot Wales for Wexford Ireland (Carroll).
 Sep 03: Arrived Wexford Ireland from Swansea Wales (Carroll).
 Sep 12-24: Sailed Wexford Ireland - Newport Wales - Swansea Wales - Wexford Ireland.
 Dec 06-25: Sailed Wexford Ireland - Dublin - Wexford Ireland (Carroll).

1904

Feb 06: Sailed Dublin for Wexford Ireland.
 Mar 03: Arrived Wexford Ireland from Dublin (Carroll).
 Mar 14: Arrived Dublin from Wexford Ireland.
 Mar 23: Arrived Wexford Ireland from Dublin (Carroll).
 Apr 18: Arrived Swansea Wales from Dublin (Carroll).
 May 05: Arrived Wexford Ireland from Swansea Wales (Carroll).
 Jun 02: Sailed Dublin for Wexford Ireland.
 Jul 09-Jul 21: Sailed Wexford Ireland - Ayr Scotland - Wexford Ireland (Carroll).
 Oct 15: Sailed Swansea Wales for Wexford Ireland, cargo coal (Carroll).
 Oct 18: lost rudder off Blackwater Lightship (Appendix R).

1906

Jan 20-26: Sailed Cardiff for Wexford Ireland (Carroll).
 Mar 10: Sailed Wexford Ireland for Dublin (Carroll).
 Mar 24: Sailed Dublin for Wexford Ireland.
 Jul 02: Arrived Wexford Ireland from Newport Wales (Carroll).
 Aug 25: Arrived Wexford Ireland from Newport Wales (Carroll).
 Oct 15: Arrived Wexford Ireland from Ayr Scotland (Carroll).
 Dec 11-12: Sailed Wexford Ireland for Dublin (Carroll).

1907

Jan 17: Arrived Waterford Ireland from Dublin (Carroll).
 Jan 31: Sailed Waterford Ireland for Bristol (Carroll).
 Feb 27: Sailed Newport Wales for Wexford Ireland (Carroll).
 Apr 19: Sailed Wexford Ireland for Dublin (Carroll).
 Jun 05: Arrived Salcombe Devon from Dublin (Carroll).
 Jun 26: Sailed Teignmouth Devon for Runcorn Cheshire (Carroll).
 Jul 11-17: Sailed Runcorn Cheshire for Wexford Ireland (Carroll).
 Jul 25: Sailed Wexford Ireland for Saundersfoot Wales (Carroll).
 Sep 30: Sailed Dublin for Garston Liverpool.
 Dec 11: Sailed Dublin for Saundersfoot Wales.

1908

Feb 04: Sailed Dublin for Wexford Ireland.
 Apr 24-30: Sailed Dublin - Wexford Ireland - Dublin (Carroll).
 Jun 09: Arrived Wexford Ireland from Teignmouth Devon (Carroll).
 Jun 22: Arrived Wexford Ireland from Saundersfoot Wales (Carroll).
 Sep 05: Arrived Wexford Ireland from Ayr Scotland (Carroll).
 Sep 12: Sailed Wexford Ireland for Swansea Wales (Carroll).
 Oct 15: Sailed Wexford Ireland for Newport Wales (Carroll).
 Dec 12-18: Sailed Saundersfoot Wales for New Ross Ireland (Carroll).

1909

Mar 30: Sailed Dublin for Wexford Ireland.
 Apr 20: Sailed Dublin for Wexford Ireland.
 May 23: Arrived Wexford Ireland from Swansea Wales (Carroll).
 Jun 26: Sailed Swansea Wales for Wexford Ireland (Carroll).
 Jul 07-20: Sailed Wexford Ireland - Saundersfoot Wales - Wexford Ireland (Carroll).
 Aug 03: Arrived Newport Wales from Wexford Ireland (Carroll).
 Aug 06: Sailed Newport Wales for Wexford Ireland (Carroll).
 Oct 20: Arrived Waterford Ireland from Cardiff (Carroll).
 Oct 28: Collided with schooner Bessie B Mitchell off Dale Point Pembrokeshire Wales

and ran aground (Appendix S).

Nov 19: Arrived Wexford Ireland from Newport Wales (Carroll).

Dec 08: Arrived Dublin from Wexford Ireland.

1910

Jan: Registered as Esperanza Wexford Ireland (Appendix T).

Jan 03: Arrived Cardiff from Dublin (Carroll).

Mar 18: Arrived Dublin from Wexford Ireland.

May 09: Sailed Dublin for Saundersfoot Wales.

Jul 28: Arrived Wexford Ireland from Saundersfoot Wales (Carroll).

Aug 24: Arrived Swansea Wales from Wexford Ireland.

Sep 26: Arrived Dublin from Wexford Ireland.

Nov 17-18: Sailed Wexford Ireland for Dublin (Carroll).

1913

May 24: Ran aground and sunk off Nash Point South Wales sailing Newport Wales to Wexford Ireland with cargo of coal (Appendix U).

8.0 Conclusions & Recommendations

The project took approximately 4 working days with half of that time spent on on-line research.

Having read the report sufficient information has been collated to compile a comprehensive history of the schooner Cupid, renamed Esperanza.

The schooner Cupid was a very active vessel initially carrying cattle/oxen to the UK from N.W Spain. The Cupid/Esperanza latter sailed between Ireland, Wales, Scotland, England, Azores, Norway, Germany, France, Portugal and, Spain. Cargoes carried included raw materials and probably grains and food products.

Many different WebPages were viewed ranging from large organisations to smaller WebPages such as local history or people with a given interest in a subject (See Section 9.1). The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. Due to the name a more specific search through archived newspapers was made using specific newspapers to view e.g. Lloyd's List. This vastly reduced the number of articles but keep the search focused.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

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

Key Words: Cupid Jersey, Cupid Falmouth, Cupid Milford, Cupid Wexford, Esperanza, Esperanza Croker, Esperanza O'Neill, Esperanza Carty, Esperanza Carroll

<https://coflein.gov.uk/en/site/272957?term=Cupid>

<https://www.crewlist.org.uk/data/appropriation/51264>

<https://www.crewlist.org.uk/data/viewimages?&name=Cupid&steamsail=Sail&submit=Enter&year=1866>

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=Cupid&SearchType=Exact&submit=search>

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

http://shippingandshipbuilding.uk/view.php?official_number=&imo=&builder=&builder_eng=&year_built=1865&launch_after=&launch_before=&role=&type_ref1=&propulsion=&owner=&port=&flag=&disposal=&lost=&ref=227057&vessel=CUPID

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

Also thanks to Graeme Perks for supplying information.

9.3 Publications

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

Appendices:

Appendix A: Appropriation Book June 1865, Cupid

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
3	<i>Ocean Queen</i>	159	"	"	1. June a	"	1. June a
4	<i>Cupid</i>	98	"	"	14 a a	"	14 a a
5	<i>Union</i>	193	"	"	19 a a	"	19 a a
6	<i>Galatea</i>	84	"	"	3 July a	"	3 July a
7	<i>Georges</i>	473	"	"	12 a a	"	12 a a
8	<i>Hambler</i>	61	"	"	14 a a	"	14 a a
9	<i>Sea King</i>	89	"	"	15 a a	"	15 a a

Appendix B: Mercantile Navy Listing 1866, Cupid Jersey

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.
9932	Cupid, Cowes	..	28	..	Robert Newman, sen., Pembroke, Isle of Wight.
4836	Cupid, Goole	..	49	..	Chas. Ackeroyd, Leeds.
45546	†Cupid, Grangemouth	..	20	30	John Strong, Grangemouth.
19464	Cupid, Hull	M.S.C.N	39	..	Richard Pullen, Kingston-upon-Hull.
51264	Cupid, Jersey	H.C.S.D.	98	..	John Bisson, Jersey.
46006	Cupid, Parrsboro', N.S.	V.G.Q.B	292	..	Patrick Blake, Parrsboro', N. S.
21828	Cupid, Woodbridge	N.H.W.D	23	..	Jno. Mannall, Orford, Suffolk.

Appendix C: Assisted Emma of Liverpool in Bay of Biscay, Mar 1869

FALMOUTH, 17th Mar.
 The **EMMA** (barque), of Liverpool, from Newcastle to Tenerife, with foremast carried away and starboard bow stove, by collision, in the night of 12th Mar., with a steamer, for Ferrol, was fallen in with, 13th, 125 miles NE of Cape Ortegal, by the **Cupid** Kent, from Corunna; the **Emma** required no assistance.

Appendix D: Assisted Derelict Steamer off the Lizard, Aug 1870

FALMOUTH—Aug. 9: The *Cupid*, Kent, from Corunna, which had a derelict steamer in tow for some hours on Aug. 7, reports that she was a paddle steamer, built of iron, apparently new and painted black, with black funnel, two masts with fore and aft sails, no bowsprit, straight stem, and name "TBKBEA," in yellow characters, on the paddle boxes. She had an English ensign hoisted half-mast, and no boats were found on board. The master of the *Cupid* is of opinion that the steamer had broken her back.

FALMOUTH, 9th Aug. (1 p.m.)—The *Cupid*, Kent, from Corunna, arrived here, reports, that on the 7th Aug., when 90 miles SW of the Lizard, she fell in with a steamer, abandoned, supposed to be the GRUBEBUKA, which sailed hence on the 5th; the *Cupid* took her in tow for five hours, but was compelled to leave her in consequence of bad weather; it is supposed that she has foundered. (See Falmouth sailings in List of 8th Aug.)

Appendix E: Damaged in Storm Nov 1872

PENRYN—Nov. 24: SW, moderate, with rain. The *Cupid*, Kent (potatoes), for Cardiff, put in yesterday afternoon with boat smashed and bulwarks carried away, having been caught in the severe gale of Friday night and the whole of yesterday from the SW.

Appendix F: Picked up Survivors of Southport Shipwreck, Jun 1875

The Cupid, Kent, from Corunna, has arrived at Falmouth, bringing Julius Mannin, a German fireman, and Alexander Joseph, seaman, a native of Grenada, the sole survivors of the *Southport* (s), wrecked on the Corme Rocks, near Malpico, June 7. The unfortunate men were taken to the Falmouth Sailors' Home.

WRECK OF AN ENGLISH STEAMER.

LOSS OF TEN LIVES.

As we announced by telegraph some days ago, the paddle steamer *Southport*, of Preston, has been totally lost on the north-west coast of Spain. She was of 89 tons register, was owned by the Blackpool, Lytham, and Southport Steam Packet Company, and left Preston on the 29th ultimo for a voyage to Sicily, with a crew of twelve hands all told, of whom only two survive to tell the tale. The vessel was a tugboat, and had no cargo on board, but was ballasted with her own coals. After leaving Preston everything went well until the afternoon of Sunday, the 6th instant, when a dense fog came on. The steam whistle was blown at intervals of five minutes, and the engines were reduced to half speed. About midnight the man on the look out—who is one of the survivors—was ordered by the mate to keep a sharp look out for land, and about one a.m. of the 7th the ship ran bows foremost on a reef, and the sea almost immediately made a clean breach over her, filling her, and sweeping away everything from the deck. The master gave orders to get out the boat, and in attempting to do so the engineer and cook were washed overboard. The cook was never seen afterwards, but the engineer was washed on board again. The boat was also washed away, and thus the only means of safety destroyed. About an hour and a half after the vessel struck, she parted amidships, and one half immediately sank. The remainder of the crew took refuge on the part that was still above water, but before many minutes had elapsed this frail resting-place suddenly disappeared beneath the surging waves, and left them struggling among the breakers. Three of them clung to a piece of wood, but only one of these survived the horrors of the fearful night, two being washed off and drowned before the morning. The other succeeded in keeping afloat by the aid of a lifebuoy until daylight, when he saw land and swam towards it and succeeded in reaching the beach about eight a.m., where he found another member of the crew who had reached the shore a little while previously. After remaining on the beach in an exhausted condition for about an hour they were discovered by some fishermen, and by them taken to Corunna, about twenty-five miles from Corunna. Here they remained, being kindly treated by the fishermen, until Thursday, the 10th instant, when they were conveyed to Corunna, and taken charge of by the British Consul, by whose orders they were received on board the Cupid of Jersey Kent master, for conveyance to England, and were landed on the arrival of that vessel at Falmouth.

Appendix G: Damaged in Storm, Nov 1875

PENRYN--Nov. 13: WSW, strong, rain. The **Cupid** Richards, which arrived here 11th inst. from Corunna (cattle), encountered heavy gales while crossing the Bay of Biscay on the 9th, and, while lying to, wind WSW, shipped a heavy sea, which carried away seven stanchions, bulwarks, rails, fore-castle companion, fore hatchways, and started 12 stanchions on starboard side.

Appendix H: Collision off Dover, Dec 1877

DOVER--Dec. 10, 10 A.M. (BY TELEGRAPH): The **Cupid** schooner, of Jersey, Richards, from Terceira for Hull (oranges), has been assisted in here by Dover harbour tug with considerable damage, and six feet water in hold, having been in collision with the steamer Dalton, of Newcastle; agreement with tug, 50*l*. The Dalton has no apparent damage. Steamer remains anchored in roads.--[See previous telegram.]

DOVER--Dec. 10, Noon (BY TELEGRAPH): The Dalton (s), of Newcastle, previously reported as being in collision with the **Cupid**, proceeded on her voyage for Alexandria at 10 A.M., being only slightly damaged.

Appendix I: Picked up Survivors of Huelva Shipwreck, Aug 1884**ARRIVAL OF A SHIPWRECKED CREW AT FALMOUTH.****HARD TREATMENT ON THE SPANISH COAST.**

The schooner Cupid, Richards master, belonging to Mr. Dawe, of Penryn, from Corunna, with oxen, arrived at Falmouth yesterday morning, having on board eight of the crew of the steamship Huelva, of Newcastle. The Huelva was built at Sunderland by J. Blumer and Co. in 1882, was classed 100 A1 at Lloyd's, belonged to Messrs. Scott Bros., of Newcastle, and was of 862 tons register. She left Shields on the 16th of July, in charge of Captain Schwarz, with a cargo of coals and gas pipes, bound to Lisbon, and had a crew of twenty-one all told. All went well for the first five days, although most of the time the weather was thick and foggy. On the 21st of July, at about 2.45 a.m., the Huelva, in the midst of a dense fog, went ashore on Camella Point, on the west coast of Spain, the coast there being of a very rocky and dangerous character. Immediately after she struck, the captain and crew took to the boats, and succeeded after some difficulty in getting ashore near a small fishing village in the vicinity. The weather being fine, although foggy, they had ample time to save all their effects and a quantity of stores. Immediately on landing the crew were placed in quarantine for six days, and were not even allowed to move from the beach, and in consequence had to erect a tent, with the help of the awning and a sail which they had saved from the wreck. They were, therefore, compelled to subsist upon the stores which they were fortunate enough to save from the wreck. The fore part of the steamer was under water when the crew left her in the boats and on the 24th of July, three days after she went ashore, the Huelva became a total wreck. On the 27th the crew were relieved from quarantine, and on the 29th of July were taken off from the beach by a schooner, sent to their relief by the British Consul at Corunna. The crew state that it was a fortunate circumstance they succeeded in saving a portion of the stores, for the conduct of the Spaniards was anything but generous towards them as shipwrecked sailors. In fact, had the weather been rough, thereby preventing the stores being secured, the crew would have fared very badly indeed. The schooner, after taking the crew and stores and effects on board, left Camella Point on the 31st of July, and proceeded to Corunna, at which port she arrived on August 1st, and landed the captain and the crew. They were detained at Corunna by the English Consul until the 4th inst., when, as already stated, eight of them were taken on board the schooner Cupid. The captain and the remainder of the crew were left behind at Corunna. The eight men are now accommodated at the Falmouth Sailors' Home and will shortly proceed to Newcastle, at which place most of them reside.

Appendix J: Mercantile Navy Listing 1887, Cupid Falmouth

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
9932	Cupid, Cowes	Sk.	Bembridge . .	1822		28	James Lock, Warsash, Titchfield, Hants.
51264	Cupid, Falmouth	Sr.	Jersey	1865	H.C.S.D	98	John Bisson, Penryn, Cornwall.
64845	Cupid, Halifax, N.S.	Bk.	Maitland, N.S.	1871	K.R.H.S	652	Dickson Anderson, Montreal.
21828	Cupid, Ramsgate	Sk.	East Donyland	1838	N.H.W.D	21	Fredk. Gann, 26, Leopold St., Ramsgate.
83616	Cupid, Sydney, N.S.W.	Lr.	Berry's Bay, N.S.W.	1881	..	12	Edward T. Parkyns, Hawkesbury River, N.S.W.

Appendix K: Damaged Departing Dunkirk, Dec 1892

MARITIME ITEM.—DUNKIRK, Dec. 1.—The schooner Cupid Richards, in leaving for Newcastle, struck the *Dunstaffnage*, moored in the outer harbour, and lost bowsprit, topmast, &c. No damage to *Dunstaffnage*.—*Shipping Gazette*.

Appendix L: Refloating of Cupid, Feb 1895

CARDIGAN.

SUCCESSFUL ENTERPRISE.—The schooner **Cupid**, of Plymouth, 200 tons burden, loaded with artificial manures, having strained herself and holed her bottom at the estuary of the Tivy and sunk on the side of the "fair way," where she remained submerged for nearly a month, Mr Baillie, of the engineering works in this town, contracted to raise her, bring her up to discharge, and lay her on the blocks for repairs. This he very successfully accomplished by means of a steam pump and other appliances, though the inclement weather was most unfavourable for the operations, and the vessel deeply embedded in the sand. This is the first attempt made here at raising a vessel in this manner.

Appendix M: Sale of Cupid by Auction at Cardigan, Jul 1895

Too Late for Classification.

TO be SOLD by PUBLIC AUCTION on
JULY 31st inst. next, at 2 p.m. (for the benefit of
whom it may concern), the
SCHOONER CUPID
of Falmouth 82 tons register, as she now lies at Cardigan, South Wales.
Apply G. G. Cantell, Cardigan.
The Hull and Inventory of this well-found vessel to be Sold separately.

Appendix N: Lloyd's Registry 1896, Esperanza

1895-96		LLOYD'S REGISTER.				NAVIRES A VOILES.				E					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Numero Oficial.	Nom du Navire. Matériau. Gréement, etc.	Tonnage Officiel.	Détails de la Classification.	Construit.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Creux sur Quille.	Frambord en millions de saivre. pds. pc.		Mètres. Hauteur de la mâture est codé.		
Signaux.	Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Total. Sous le Pont. Net.	Cote. Surveillance Spéciale. Date de la dernière Visite.	Quant. Par qui. Où.	Armateurs.	Longueur.	Largueur.	Creux.	Pavillon.	Creux sur Quille.	Frambord en millions de saivre. pds. pc.		Mètres. Hauteur de la mâture est codé.		
12211 NTCB	Elizabeth Llewelyn Wood L.G.Llewelyn -05 (ex Emma & Johanna)	159 159-136	*13A1 Pmd LAAOP	1895 D.Jones 3mo 10&12yrsMat	Portmadoc L.G.Llewelyn	97'3"	23'4"	11'8"	Carnarvon British	12'9"	1'7"				
2 HEZR	Emma S.Gundersen -05 (ex Emma & Johanna)	366 343-344	Wood3MstSr LDK2trB	1862 E.Pieper	Memel Acties.Achilles (O.Th.Bjorndam)	114'1"	27'7"	16'5"	Christiania Norwegian						
3 1306	Enzo G. L.Lippi	-123	WoodBn (exCeresio)	1880 Pariglione	Savona A.Lippi	89'2"	22'0"	10'5"	Leghorn Italian						
4	Elly Hans -05 (ex John H. Crandon)	510 440-473	WoodBk 2DK	1875 J.H.Crandon	Columbia Falls, Me. H.Mentz	129'6"	31'2"	16'9"	Rostock German						
5	Emma J.August -95	-124 -117	WoodSr	1895 M.Apsch	Kiirbis A.Jansen, L.Rut- zow & J.August	70'8"	22'2"	10'7"	Riga Russian						
6 73176	Edith May L.McGrath	93 93-72	WoodSr IB LDK	1877 P.Lund	Tarleton Exors.of J.Marlow	80'9"	21'1"	9'4"	Wexford British						
7	Eetik M.Borg -05	227 -216	Wood3MstSr LDK	1895 M.Pax	Uppesgriew M.Borg & J.Ciste- bak	103'6"	27'2"	12'5"	Uppesgriew Russian						
8	Elisabeth N.S.Pulsen -95 (ex Ragna, Johanna Kremer)	296 250-281	WoodSr LDK	1876 D.W.Kremer	Elmshorn E.Lundgren	118'1"	26'3"	13'0"	Pernambo Brazilian						
9 11717	Elverland A.Zachariassen -95	398 356-366	Wood3MstSr LDK	1895 H.Thorsen	Porgrund H.Thorsen	137'4"	29'7"	14'4"	Porgrund Norwegian						
10	Efithia E.Picato F&YM2,96 (ex Sovereign) CF Salted	544 491-486	WoodBk HTGen.96 LDK2trB	Cont. 9 A1 from 3.89 Apl. 2.96	Gen A&CP	13 1876 E.Thompson 3mo 9&10yrsMat	Sunderland Gerassimo Vicato	140'0"	30'3"	18'0"	Cephalonia Greek	19'4"			
11 72409 FNHJ	East Anglian C.M.P.90-93 ssLiv.No.3-1288 (ex Mary Low) ssAnt.No.1-94	870 806-813	IronBk LBHCom 2DK	*100A1 2.96	Hav A&CP	p 1876 E.Duncan 4mo & Co.	Pt.Glasgow Ship East Anglian Co.Lim.(Lang & Fulton, Mgrs.)	197'6"	32'6"	19'4"	Greenock British	20'10"	3'8"		
12 31294 HCSD	Esperanza (ex Cupid) ptIB	97 97-81	WoodSr LDK	*A- 2.96 SSM11.95-6yrs	Mil	9 1865 D.LeSueur 6mo 8&12yrsMat.	Jersey F.Jones	87'2"	19'7"	10'0"	Milford British				

Appendix O: Mercantile Navy Listing 1896, Esperanza Milford

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). * Signifies Managing Owner. Italics signify Manager.
89743	Esperanza, Basseterre, St. Kitts	Sp.	St. Martin, W.I.	1883	..	13	J. B. Owen, Anguilla, W.I.
20272	Esperanza, Bristol	Bn.	Liverpool	1857	W.F.K.L.	116	Alex. Nelson, New Town Bldgs., Waterford.
91526	Esperanza, Grimsby	K.	Grimsby	1885	..	83	George Jeffs, 65, Kent St., Grimsby.
51264	Esperanza, Milford	Sr.	Jersey	1865	..	82	*Francis Jones, 57, Charles St., Milford Hvn.
81528	Espiegle, Bridgewater	K.	St. Malo.	1864	N.J.H.Q.	55	Richard Bound, Highbridge, Somerset.

Appendix P: Collision at Milford Wales, Mar 1896

The schooner Southern Cross, from Weston-super-Mare for Guernsey, with pottery goods, was fouled in Milford Haven by the schooner Esperanza. The former lost bowsprit and received other slight damages.

Appendix Q: New International Codes of Signals, May 1896

INTERNATIONAL CODE OF SIGNALS.
 The following International Code Signals have been allotted by me to the undermentioned vessels during the week ended May 29, 1897 :—

Signal Letters.	Name of Ship and Port of Registry. &c.	Tons.	Horse-power.
PRCJ	†City of York, of Whitby ...	1959	240
PRCS	†Nell Jess, of Goole ...	181	70
PRCT	†Wreathier, of Goole ...	426	107
PRFK	†Mandolin, of London ...	21	22
PRFH	†Oakmore, of Liverpool ...	2955	450
PRCV	<u>Esperanza</u> , of <u>Milford...</u> ...	82	—
PRFN	Halcyone, of Belfast ...	6	—
PRGF	Conqueror, of Jersey ...	59	—
PRHL	†Dresden, of Harwich ...	496	660
PRHM	†Marguerite, of Hull ...	62	45

Appendix R: Towed to Milford Haven, Oct 1904

ESPERANZA.—*Milford Haven, Oct. 18, 1 18 p.m.*
 —Schooner Esperanza (coal), from Swansea for Wexford, lost rudder yesterday in gale off Blackwater Lightship; picked up yesterday morning, towed here to-day. No agreement.

Appendix S: Ran Aground After Collision, Oct 1909

COLLISION OFF DALE POINT.

SCHOONERS GO ASHORE.

During the storm which prevailed on Saturday and Sunday a large number of coasting vessels sought shelter in Milford Haven. On Monday evening a number of them got ready for sea, but a dead calm set in, and they drifted slowly. Off Dale Point, near the harbour entrance, the three-masted schooner, Bessie B. Mitchell, of Bangor, bound for London with slates, collided with the schooner Esperanza, and both went ashore near the rocks. The steam liner Queen Alexandra (Captain J. Brown) saw their peril, and took the Bessie B. Mitchell in tow and brought her back to Milford. Her top rails and steering gear were badly damaged, and she awaits repairs. The Esperanza got off herself, and her only damage was to head gear.

Appendix T: Mercantile Navy Listing 1910, Esperanza Wexford Ireland

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
125900	Esperance, Lowestoft . . .	K.	Rye . . .	1907	..	46	× Arthur Evans, 341, London Rd., Lowestoft.
61446	Esperance, Miramichi, N.B.	Sr.	Shippegan, N.B.	1871	..	10	Thomas Ahier, Shippegan, N.B.
32015	Esperance Packet, Hobart .	Dy.	Hobart . . .	1852	Q.T.J.G	13	Chas. Macinalty, Police Point, Huon, Tasmania.
105616	Esperanza, Belize, B.H. . .	Sr.	B. Honduras .	1897	..	31	Juan Edwardo Carrillo, Belize, B.H.
117773	Esperanza, Belize, B.H. . .	Sp.	Sarteneja, B.H.	1902	..	2	Manuel Velloz, Corosal, B.H.
118564	Esperanza, Turk's Islands .	Sr.	Bristol, U.S.A. .	1866	..	37	Frederick E. Stovel, Cockburn Harbour, Caicos Islands.
51264	*Esperanza, Wexford . . .	Sr.	Jersey. . .	1865	P.R.C.V	78	× Mrs. Mary Murphy, 78, South Main St., Wexford.
93245	Essay, Kingstown, St. Vincent	Sp.	Canouan . . .	1892	..	8	James Alexander Harris, Castrica, St. Lucia.

Appendix U: Sinking at Nash Sands South Wales, May 1913

ESPERANZA.—*Barry Island, May 25, 8 42 a.m.*
—Message received from Llantwitmajor Coastguard reports:—Schooner *Esperanza*, of Wexford, from Newport to Wexford, with coal, struck Nash Sands during night; was observed capsized at daylight. Crew landed at Llantwitmajor in own boat.

ESPERANZA—*Llantwitmajor, May 25, 9 15 a.m.*—Schooner *Esperanza*, of Wexford, from Newport, cargo coal, ashore on Nash Sands, Bristol Channel. Vessel total loss. Crew saved in own boat.

ESPERANZA *Cardiff, May 25, 9 55 p.m.*—Sub-Agent Breaksea, summoned to Llantwitmajor early this morning, advises schooner *Esperanza*, of Wexford from Newport, Saturday, coal laden, for Wexford, stranded Nash Sands 1 30 a.m. in dense fog. At 6 a.m., when tide made, owing heavy ground sea, vessel capsized and disappeared apparently into deep water. Crew of five left vessel five minutes previously in own boat, landed at Tresilian and sent by Sub-Agent on behalf Shipwrecked Mariners' Society to Cardiff.

