

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



Schooner

(Not the Dreadnought but a similar type.)

Report compiled by:

Malcolm Whitewright

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Dreadnought

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1.0 Abstract

This project is to discover information relating to the wreck of the trading schooner 'Dreadnought' for which there is a report (MADU Ref. 236) of it having been wrecked at Abererch sands near Pwllheli, North Cardigan Bay, Wales.

The schooner went aground on 14th October 1881.

There were several ships named Dreadnought in the general period of this incident.

The objective is to determine which ship is referred to in the wreck report and discover the circumstances leading up to the grounding and the outcome, together with any other relevant information.

The research is limited to information available on-line as access to libraries and record offices was not possible at this time due to the lockdown for the CORVID-19 pandemic.

2.0 Index

2.1 Table of Contents	Page No.
1.0 Abstract -----	3
2.0 Index -----	4
2.1 Table of Contents	4
2.2 List of Figures	5
2.3 Contributors	16
2.4 Abbreviations	16
3.0 Introduction -----	17
4.0 Background -----	19
5.0 Research Methodology -----	20
6.0 Results -----	21
7.0 Analysis -----	22
8.0 Conclusions & Recommendations -----	23
9.0 References -----	24
Appendices: -----	25
Appendix A – The <i>Dreadnought</i> specification.	
Appendix B – The Timeline for the <i>Dreadnought No 43877</i> .	
Appendix C - Background of Builder and Owner.	

2.2 List of Figures**Page No.**

Front Cover: Schooner of the period	1
Fig. 1 Dreadnought 43877 Appropriation Listing 12 Sept 1861.	6
Fig. 2 Wreck list (MADU).	7
Fig. 3 Extracts from Lloyds Register	8
Fig. 4 Extract from the Mercantile Navy List 1867 And Berwick Shipyard Built List.	9
Fig. 5 The storm, extracts for newspaper reports	10
Fig. 6 Account of Voyages 1881	11
Fig. 7 William Brogan, Master: final entry.	12
Fig. 8 Crew list 1881.	13
Fig. 9 Voyages 1881.	14
Fig. 10 Newspaper reports of the wreck at Abererch.	15

Figure 1, Dreadnought 43877 Appropriation Listing 12 Sept 1861.

Date of Appropriation	Official Number	Name of Ship	Tonnage	Whether Steam or Sailing Ship	Port of Registry	Date of Registry	Occasion of Appropriation	Date of Appropriation
Nov 64	1	Look-out	13	Sailing	Jersey	13 March 1862	18th Regt	13 Mar 1862
	2	Red	47	"	"	17 "	"	7 Mar 1862
On	3	Miasene	30	"	"	12 May "	"	16 May 1862
20 "	4	Victoria	207	"	"	20 "	"	29 May "
"	5	Sarah Jane	124	"	"	7 June "	"	7 June "
6 "	6	Alice	16	"	"	27 June "	"	27 June "
3 "	7	Lurline	4	"	"	3 July "	"	3 July "
6 "	8	Edmund	56	"	"	9 "	"	9 "
9 Dec.	9	East	54	"	"	30 "	"	30 "
Jan 1862	10	Dudrop	50	"	"	2 Aug 1862	"	2 Aug 1862
Feb 1862	11	Corona	298	"	"	9 "	"	9 "
Feb 1862	12	Windsor	125	"	"	14 "	"	14 "
7 July	13	Loy	69	"	"	30 "	"	30 "
10 Mar	14	Bon Retour	114	"	"	14 Sept "	"	14 Sept "
11 "	15	Willy Nels	115	"	"	"	"	"
18 Apr	16	Rhos	51	Sailing	Breanman	23 Jan 62	1st Regt	23 Jan 62
18 Apr	17	Margaret	57	Sailing	Breanman	18 Aug 62	1st Regt	18 Aug 62
26 Apr	18	Henry Tammy	92	Sailing	"	21 March "	"	21 March "
2 May	19	Corosha	74	"	"	24 Apr "	"	24 Apr 1862
9 "	20	Sanct	70	"	"	7 May "	"	7 May "
3 "	1	Sea-fall	344	"	"	24 "	"	24 "
18 "	2	Charlotte Anne	53	"	"	26 July 1862	"	26 July 1862
23 May	3	Hussar	119	"	"	15 Nov 1826	Regate Breanman	11 Aug "
26 "	4	Mary Ann	56	"	"	3 Jan 1863	"	30 Aug 1863
10 June	5	Mary Edwards	64	"	"	24 March "	1st Regt	24 March 1863
17 July	6	Fairy	82	Sailing	Launceston	17 Sep 61	1st Regt	17 Oct 61
23 Apr 1862	7	Dreadnought (sic)	123	"	"	21 "	"	21 "
23 Apr 1862	8	Henry and Mary	97	"	"	22 Apr 1862	"	22 Apr 1862
26 July 1862	9	John Slater	71	"	"	27 May "	"	27 May "
30 Mar 1862	10	Mary Ann Kendall	94	"	"	14 Aug 1862	"	14 Aug 1862
16 Aug	1	Inspector	22	"	Jersey	"	"	"
24 "	2	Tartar	11	Sailing	Launceston	10 Apr 1849	1st Regt	17 Apr 1862
17 Sep	3	Queen of England	112	"	"	48 "	"	18 "
25 "	4	Henry	40	"	"	48 "	"	"
30 "	5	Rupicola	39	"	"	50 "	"	19 "
30 "	6	Velocity	56	"	"	51 "	"	24 "
3 Oct	7	Island Queen	39	"	"	54 "	"	5 Oct
3 Oct	8	Oliver Branch	38	"	"	56 "	"	30 "
8 Oct	9	David	36	"	"	57 "	"	31 Oct
30 Nov	10	Christiana	35	"	"	58 "	"	"
8 Dec	1	Sheafast	110	"	"	59 "	"	11 Dec
16 Dec	2	Young James	24	"	"	9 1862	"	26 Feb 1862
17 Dec	3	Fox	32	"	"	11 "	"	4 March "
7 Jan	4	Robert Albert	23	"	"	16 "	"	26 March "
16 "	5	Edith	39	"	"	17 "	"	15 Apr "
11 "	6	Prize	20	"	"	14 "	"	2 May "
20 "	7	Miss Lily	38	"	"	20 "	"	8 May "
11 July	8	John Charles	19	"	"	25 "	"	2 June "
31 Jan	9	Oliver Leaf	39	"	"	24 "	"	2 "
12 Feb	10	William & Charles	15	"	"	27 "	"	7 "

Figure 2, MADU wreck list.

Extract from MADU wreck list: showing Vessels wrecked at Abererch on 14th Oct 1881

	235	14/10/1881	Amlwch Packet	Abererch	Wrecked	Schooner	rc, ch		
Malcolm Whitewright	236	14/10/1881	Dreadnought	Abererch	wrecked / salvaged / later went ashore at Pwllheli? / eventually wrecked off Pembroke Coast?	Schooner	rc, iwj		
	237	14/10/1881	Harkaway	Abererch	wrecked	Schooner	rc, ch, iwj		
	238	14/10/1881 *	Jane Ellen	Abererch	wrecked	Schooner	rc, iwj	78	1
	239	14/10/1881	St George	Abererch	wrecked	Brig	rc, ch, iwj		

Extract from the R Cadwallader entry: referring to a 'wreck' at Abererch.

DOVE	SCH	?	?	13/1/1847	ABERSUCH	which was wrecked in 1869
DREADNOUGHT	SCH	?	BARMOUTH	14/10/1881	ABERERCH	Wrecked. Could be the Dreadnought in EH's list "Went ashore at Pwllheli but was later salvaged". That ship eventually foundered of the Pembs Coast.
DUINICAN	ETCU	?	CDIMCDB	01/07/14	CAISEMAY	Stranded. 216 ton steam trawler

I believe that this was not the Dreadnought 27606 that foundered in St Brides Bay (1902), but in fact was the James Fisher Co. Schooner no 43877, on passage from Cork, Ireland to Barrow in Furness (home port).

Extract from the Mariners Mailing List: Dreadnought first port of registry

MARINERS

THE WEBSITE OF THE MARINERS MAILING LIST.

Off. No.	Name Current	Year Adopted	Port of Registry	GRT	NRT
43875	MARY EDWARDS		Beaumaris		64
43877	DREADNAUGHT		Lancaster		123
43878	MARY & MAY		Lancaster		

Figure 3, extracts from Lloyds Register

Dreadnought 43877

First appearance in Lloyds Register: 1862

(Official number Appropriation Listing 12 September 1861)

Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
			Where.	When.				No. Years first assigned.	Character for Hull & Stores
bought YM.59 Sr ptl. B. Cr	J. LeDain D. Roberts G. Bntinck	328 133 183	Petrhd Drp. 53 Brwck Gowan Gosppt	1849 Srprs 59 1861 Smo. 1854	DeGaris & J. Fisher G. Bntinck	Jersey Barrow Ptsmth	LonW.Inds BwkCoast'r Pts.	9 C. 3 8 14	59 A 1 9,61

Note: Home port, Barrow. One year old.

Last appearance in Lloyds Register: 1874

1874-75. DRE

Official Number.	Ships' Names.	Masters.	Registered Tonnage	Registered Dimensions.			Engines of Steamers. Builders of Engines.	Build.		Owners.	Port belonging to.	Port of Survey.	Years Assigned.	Character for Hull and Stores. Also Date of Last Survey.
				Net. Gross. Under Deck.	Length.	Breadth.		Depth.	Where. Builders' Names.					
401 43877	Dreadnought	Sr D. Roberts ptl. B. A. Jones	133	85-2	25-1	11-6	Brwick Gowan	1861 Smo.	J. Fisher & Sons	Barrow Whn	8 5	A 1 5,76	A 1 5,74
2 56858	Dreadnought Iron	PadS	41 145	112-6	19-8	10-8	Side Lever disconnected 80-54 80HP.	Lond'n	1867	J. I. Spicer	London		

**Figure 4, extract from the Mercantile Navy List 1867
And Berwick Shipyard Built List.**

MERCANTILE NAVY LIST
AND
MARITIME DIRECTORY
For 1867.

Compiled by the Registrar General of Shipping and Seamen.

19132	Draper, Newry	42	(b) James McMahon, Newry, Armagh.
43877	Dreadnaught, Lancaster	133	James Fisher, Barrow, Lancashire.
50631	Dreadnot, Turk's Island	8	Richard Simmons, Lorcineos, Turk's Island,
27606	Dreadnought, Aberystwith	104	John Evans, Alltglais, Aberystwith.
53049	Dreadnought, Aberystwith	146	John Jones, Newquay, Cardiganshire.
26478	Dreadnought, Guernsey	380	George de Gavia, Jersey.
46208	Dreadnought, Liverpool	1497	Thomas Leddon, Grosvenor Bldgs, 19, Tithebarn St., Lpl.
39203	Dreadnought, Montserrat	60	Matthew Dowdy Shiell, Island of Montserrat.
53901	Dreadnought, Parrsboro', N.S.	10	John Willigar, jun., Parrsboro', Nova Scotia.
2366	Dreadnought, Workington	188	John Dixon, Workington.
51955	Dreadnought, Yarmouth, N.S.	615	Benjamin Crawley, Boston, U.S.A.
52997	Dream, Colchester	18	Thos. Ruffell, Brightlingsea, Essex.

Note Port of Registry still listed here as Lancaster.



Berwick Built Ships - 1841-1878

Vessel	Year	Type	Tons	Builder	Owner/TradingRoute
BRIDGET SMITH	1860	Schooner	97	Gowan	James Fisher, Barrow
CLARENDON	1860	Brig	468	Gowan	Anderson, London
JOHNS AND ROBERTS	1860	Sloop	21	Gowan	Swinney & Alder, Berwick
DREADNAUGHT	1861	Schooner	133	Gowan	James Fisher, Barrow
MAGGIE	1862	Schooner	78	Gowan	Crossman & Co, Berwick



Figure 5, The storm, extracts from newspaper reports.

Great Storm which hit the UK West coast 13th & Friday 14th and East coast of Scotland (Eyemouth) on 14th October 1881

Extracts from the **Cambrian News and Merionethshire Standard.**

News  Cite  Share

THE STORM. I Since the terrible gale, known in this part of the country as the Royal Charter gale there has not I be so severe a storm on the Welsh coast as was experienced last Friday and the preceding Thursday night. Induration it was more prolonged than that storm in which the large steamship and its living freight were lost. The wind began to freshen on Thursday evening from the south-south-east, and, increasing in force, veered to the south-south-west between ten and eleven, at which time it was blowing a gale. The storm continued with increased violence ,utilil three o'clock on Friday afternoon, when rain began to fall, and the wind, which was then blowing almost due west, to abate. It is calculated by Professor Stone, of the

News  Cite  Share

PWLLHELI. A most terrific storm has prevailed here from about midnight on Thursday last week. It is feared that great destruction has been done to property, both on land and sea. A large stack of hay belonging to Mr. Owen Owens, coal merchant, of this town, was whirled away and scattered before the wind. Several signal posts on the Cambrian Railways have been blown down. House tops and chimney pots have been also blown off in several of the adjacent neighbourhoods. About six a.m. on Friday, the schooner Dreadnought, Captain Bogan, laden with pitwood, from Cork for Barrow, parted her cables at St. Tudwell's Roads, and was driven ashore at Abererch beach, near this town. The crew were all saved by means of ropes attached from the shore to the rigging. The surf is making a clean sweep over the vessel, and she will be greatly damaged, if not a total wreck. The schooner Amlwch Packet, Captain Williams, with coals, from Bristol Channel for Port Nant, is also ashore here, having drifted before the wind from the roads; crew saved. The Harkaway, from Beaumaris, met with a similar fate, as did also the schooner John Ellis, Captain Willoughby, from Portmadoc for Copenhagen crew saved. The brig St. George, for Aberdovey, laden with deals, is also ashore crew saved.

Figure 6, Voyages 1881.

Extract from Account of Voyages 1881 by William Bogan, Master.

List D. No. 2587 **PORT OF** *Barrrow* **Amount of Fee £**

ACCOUNT OF VOYAGES AND CREW OF HOME TRADE SHIP, TO BE DELIVERED HALF-YEARLY TO THE SHIPPING MASTER AT THE ABOVE PORT.

State of Ship	Official Number	Port of Registry	Date No. and Date of Register	Registered Tonnage	MANAGING OWNER	MASTER	Date of Commencement of Half-Year	Date of Termination of Half-Year
<i>Produce</i>	<i>2587</i>	<i>Barrrow</i>	<i>26/1/81</i>	<i>123</i>	<i>James Dobson & Co. Barrrow in co. William Bogan</i>	<i>Barrrow in co. Wm Bogan</i>	<i>July 20 1881</i>	

ACCOUNT OF THE VOYAGES (C)

Year	Month	Day	Place	Year	Month	Day	Place
1881	June	29	<i>Cardiff</i>	1881	July	20	<i>Greenwich</i>
	July	27	<i>Greenwich</i>		Sept	13	<i>Pembrey</i>
	Aug	10	<i>Fleetham</i>		Sept	21	<i>Both</i>
	"	27	<i>Belfast</i>				<i>Barrrow</i>
	"	27	<i>Welford to Welford</i>		Sept	12	<i>Welford</i>

ACCOUNT OF THE CREW AND OF OTHER PARTICULARS REQUIRED BY LAW, IN RESPECT OF THE ABOVE-MENTIONED VOYAGES OR EMPLOYMENT OF THE SAID SHIP.

Merchant Seaman's Paid Contributions		Name of the MASTER and the CREW-Officers and Seaman to be set forth in full length (see Note 4)	Age	Town and County where born	No. of Paid Time (if any)	No. of Special Time (if any)	Ship in which he last served, and Date discharged, or return of Employment	Date and Place of Discharge from this Ship		Date and Place of Joining this Ship		Date, Place, and Cause of Death, or Leaving this Ship, or of Missing or Lost		
Period	Amount							Date	Place	Date	Place	Date	Place	Cause (see Note 2)
		<i>William Bogan</i>	<i>29</i>	<i>Woolford</i>			<i>Seaman Ship</i>			<i>Master</i>				
		<i>John Connors</i>	<i>do</i>	<i>do</i>			<i>do</i>	<i>July 20</i>	<i>Greenwich</i>	<i>mate</i>	<i>Oct 10</i>	<i>Pwllheli</i>	<i>Discharged</i>	
		<i>James W. Southwell</i>	<i>do</i>	<i>do</i>			<i>do</i>			<i>do</i>				
		<i>Hugh B. Southwell</i>	<i>do</i>	<i>do</i>			<i>do</i>			<i>do</i>				
		<i>John Box</i>	<i>14</i>	<i>both</i>			<i>do</i>			<i>do</i>				

ACCOUNT OF APPRENTICES ON BOARD.

Name of Apprentice, Christian and Surname in full length	Age	Registry of Landed		Registry of Assignment (if any)	
		Date of	Part of	Date of	Part of

PARTICULARS RELATING TO WAGES AND EFFECTS OF DECEASED SEAMEN (see Note 4).

Name of Deceased Seaman, Christian and Surname in full length	No. of Paid Time or Certificate or SV (if any)	Net Amount Due paid to Shipping Master, as per Account in Form K.K.			Particulars of Effects (if any) delivered to Shipping Master, as per Account in Form L.L.	Notes
		£	s.	d.		

Received at *Barrrow* the *29* day of *Dec* 1881
by *Wm Bogan* Shipping Master.

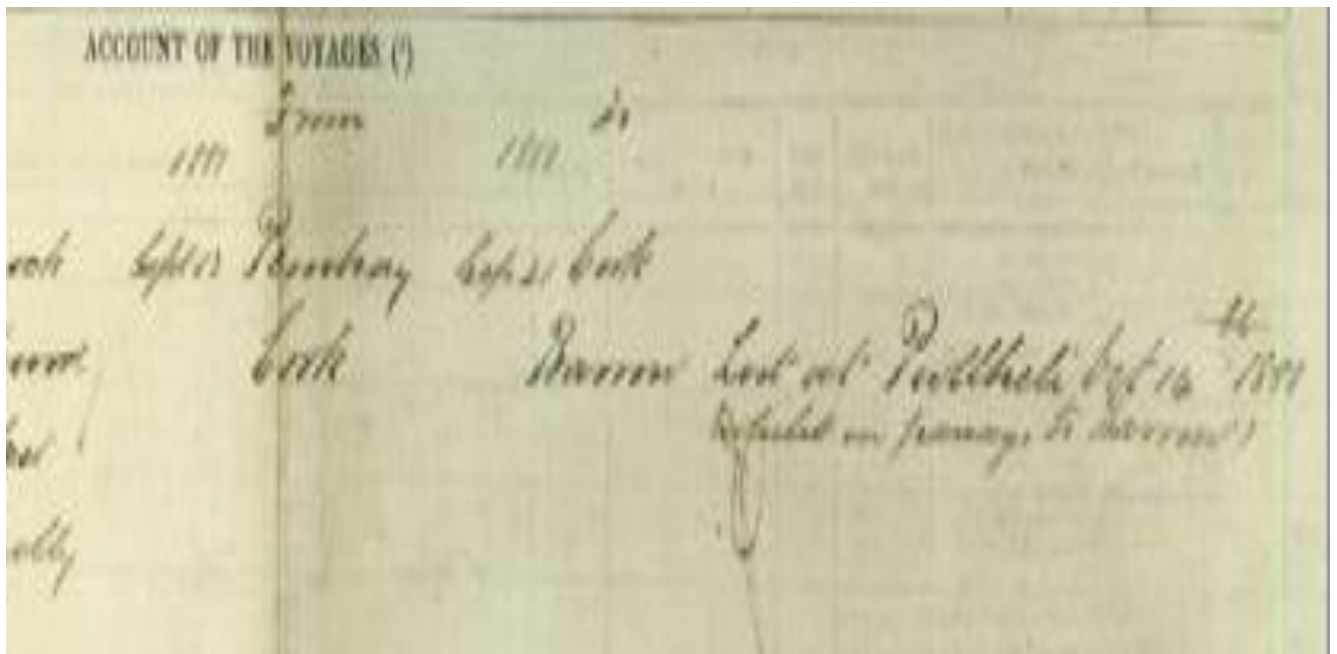
I Declare the above Account to be true.
Signed *William Bogan* Master

* The Shipping Master should obtain from the Master of the Ship the Certificate (Mater R.V. 2. or E. 2.) belonging to any Seaman who has died or deserted, and forward the same to the Registrar General with this Return. Should the Master have died his Certificate should be obtained and forwarded in like manner.

LONDON: PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE, PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY. [OVER]

Note: The Mate, two seaman and a boy (14yrs) from Cork paid off at Pwllheli

Figure 7, William Bogan, Master: final entry.



Final entry:

This reads: Voyage, from Cork to Barrow.

Then the entry: "Lost at Pwllheli Oct 14th 1881. Wrecked on passage to Barrow."

Figure 8, Crew list 1881.

Crew List Index Search Results

Search results for Crew Lists in the Maritime History Archive

Types of Agreements and Accounts page provides an explanation for the codes referring to the crew agreements held at the Maritime History Archive.

Official_No:	43877
1863:	J2
1866:	I2
1867:	I1
1868:	I1
1869:	I1
1870:	E1
1871:	Q1
1873:	Q1
1874:	E1
1876:	G2
1877:	G2
1878:	G2
1879:	G2
1881:	G2

Search results for Crew Lists in British Institutions: We are not aware of any other crew agreements held at U.K. county record offices for Official Number 43877.

2 *Name of*

PARTICULARS OF ENGAGEMENT.

Signature No.	SIGNATURES OF CREW.	Date of birth.	Years or nearly whole years.	If in the Service, No. of Certificates of R.V.S.	Ship to which he last served.		Date and Place of signing last Agreement.	
					Name, Name, and Official No. of Port she belonged to.	Year.	Date.	Place.
1	2	3	4	5	6	7	8	
1	Manx to sign first.							
2	William Rogers	49	Wexford	Mi	Pradnaught 1881	12 Jan	Belfast	
3	James Dwyer	52	Waterford	Mi	Pradnaught 1881 Discharged Aug 9 th 1881 at Barron	14 Jan	Belfast	
4	Robert Boylston	35	Belfast	Mi	Pradnaught 1881 Discharged Feb 10 th 1881 at Barron	12 Jan	Belfast	
5	Louis Guillard	27	Belfast	Mi	Pradnaught 1881	12 Jan	Belfast	
6	James M ^c Sullivan	17	W. Ulster	Mi	Pradnaught 1881	14 Jan	Belfast	
7	Peter Curran	19	W. Ulster	Mi	Spinn Hutches 1881	10 Aug	Barron	
8	John A. Cummings	25	Wexford	Mi	James Whitehead 1881	11 Feb	Barron	
9								
10								

Figure 9, Voyages 1881

10

PARTICULARS OF VOYAGES.

A statement of the dates of Departure and dates of Arrival at the several ports must be entered under this heading.

From		To		From		To	
Date of Departure.	Port.	Date of Arrival.	Port.	Date of Departure.	Port.	Date of Arrival.	Port.
13/1/81	Belfast	16/1/81	Barrow				
20/1/81	Barrow	23/1/81	Llanelli				
24/1/81	Llanelli	30/1/81	Belfast				
4/2/81	Belfast	6/2/81	Barrow				
11/2/81	Barrow	14/2/81	Liverpool				
25/2/81	Liverpool	2/3/81	Rundall's				
26/3/81	Rundall's	29/3/81	Duddon				
27/4/81	Duddon	30/4/81	Cardiff				
29/6/81	Cardiff	8/7/81	Greenock				

INSTRUCTIONS TO MASTERS OF VESSELS ENGAGED IN THE HOME TRADE.

Home-Trade Agreement.

- The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in trading upon coasts of United Kingdom, to enter into an Agreement with every Seaman whom he employs as one of his Crew. (The term "Seaman" includes every person, except Masters, Pilots, and Apprentices (duly indentured and registered) employed or engaged in any capacity on board any Ship.)
- Neglect to comply with this regulation renders the Master or Owner to a penalty not exceeding 5*l.* for every offence.
- In order to enable the Seaman to know the contents of the Agreement, the Master must cause the Agreement to be read over and explained to each Seaman, and the Seaman will thereupon sign the same in the presence of a witness, who shall attest his signature.
- The Master is bound, under a Penalty of 5*l.*, to have a legible copy of the Agreement (containing the signatures) placed in an accessible part of the Ship.
- All alterations in any Agreement (except additions in shipping substitutes) are imperative unless proved to have been made with the consent of all persons interested, by the written authority of a Superintendent of a Mercantile Marine Office, Justice, Officer of Customs, Consul, or Vice-Consul, or where there is no such Officer, of two respectable British Merchants.
- Frivolously altering, or making any false entry in, or delivering a false copy of any Agreement, or being party to such an act, may be punished by the infliction of a Penalty not exceeding 10*l.*, or by imprisonment with or without hard labour for any period not exceeding six months.

Ports abroad.

- Upon the arrival of the Ship at any Foreign Port where there is a British Consul Officer, the Master is bound, under a Penalty of 7*l.* for every offence, to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship), to the Consul Officer, the Agreement, and all Indentures and Assignments of Apprenticeships. These the Consul will keep during the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return to the Master, with a Certificate stating when they were delivered and returned.
- The engagement or discharge of any Seaman abroad must be made before the British Consul, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also pages 14 and 15 *infra*.)

Official Log Books.

- Every Ship, of whatever Tonnage, which trades to any port out of the United Kingdom must carry an Official Log Book, which must be delivered with the termination of the Ship's current Home Trade employment, with the Agreement and Assignments of Crew, to the Superintendent of Mercantile Marine Office.
- The Master's attention is especially directed to the instructions contained in the 2nd and 3rd pages of the Official Log Book as to the entries which are required by law to be made therein.
- On every occasion of the Vessel proceeding to sea, the Master is required, under a penalty of 5*l.*, to enter in the Official Log Book the Ship's draught of water.

Termination of Voyage or Half-Year.

- This Agreement may not extend beyond the date of the first arrival of the Ship at her final port of destination in the United Kingdom after the 31st June or 31st December next following.
- Within twenty-one days after the 30th June or the 31st December, as previously if by change of Employment the Vessel leaves the Home for the Foreign Trade, the Master or Owner is to deliver to the Superintendent of Mercantile Marine a Return in this Form, together with accounts of the wages and effect of any Seaman's Apprenticeship, whether he formed part of the Crew or not, who has died on board during the period of the Home Trade Agreement, and any others remaining on board and the balance of wages or other moneys belonging to any such Seaman or Apprentice. The Master is also to deliver to the Superintendent the Certificates (Mates, Engineers, or Seaman's R V's) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purposes of clearance.
- The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, in a form sanctioned by the Board of Trade, of his wages, and of all distributions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a Penalty of 5*l.* for non-compliance. Deductions for fines, forfeitures, &c. which are sought to be made in the account must be proved by proper vouchers made in the Official Log Book.
- Upon paying off or discharging any Seaman, the Master is bound, under a Penalty of 10*l.*, to give the Seaman a Certificate of Discharge, and the Master is also bound, under a Penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.
- A statement of the conduct, character, and qualification of each member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered in this List and signed by the Master.

S. 102, 103, 104, and 105.
S. 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

Figure 10, Newspaper reports of the wreck at Abererch.

The Cambrian News and Merionethshire Standard

...SIGNALLED OFF THE LIZARD. ,I Dee, 12--Wind, N., moderate, Eist:--Roval mail steamer Don, from West Indies for l'hnMnth. showin night s;gnals; barque Verreit, of Dantzig; William Keith and Dorothy nnd Mary, of Carnarvon Marie Bertrand^ of Cher- bourg; (if Christiania; Duchess of Chester, Uind and Dreadnought , of Aberystwith; John Evans, Jannel t and Jane, and Charlotte Ann, of Carnarvon; Mary...	The Western Mail	13th December 1881	News	p.4	108 words
CASUALTIES IN CARDIGAN BAY.					
...CASUALTIES IN CARDIGAN BAY. The following topsail schooners were driven ashore on the above beach, and will sustain heavy damages: --The Dreadnought , of Barrow; the Harkaway, of Chester; the John Ellis, of Portmadoc; and the Amlwch Packet, of Beaumaris. The brig St. George grounded while the tide was out, and tilled at once. She was left with bow on, so that each succeeding breaker swept her fore...	The Cambrian News and Merionethshire Standard	21st October 1881	News	p.2	116 words
IVESSELS SIGNALLED AT THE LIZARD.					
...VESSELS SIGNALLED AT THE LIZARD. THE LIZARD, Monday.--Wind N, moderate. Weather showery. Pmmi East--Royal Mail steamer Don, from the West Indies for Plymouth, showing night signals barque Verrein, of Dant- zic William Keith and Dorothy and Mary, of Carnarvon; Marie Bertrand, of Cherbourg Oscar, of Christiania Duchess, of Chester Hind and Dreadnought , of Aberystwith John Evans, Jannett, and Jane and...	South Wales Daily News	13th December 1881	News	p.4	112 words
PWLLHELI.					
... pots have been also blown off in several of the adjacent neighbourhoods. About six a.m. on Friday, the schooner Dreadnought , Captain Bogan, laden with pitwood, from Cork for Barrow, parted her cables at St. Tudwell's Roads, and was driven ashore at Abererch beach, near this town. The crew were all saved by means of ropes attached from the shore to the rigging. The surf is making a clean sweep over...	The Cambrian News and Merionethshire Standard	21st October 1881	News	p.2	218 words
SWANSEA.					
..., 9, B, 194, Kenwiek, Groves A Co. CLBARRD.-Deo. b. Dieppe, ltuna, s, B, 750coal A itwerp, Sedwell Jane, U, i30 salt cake .,eunev Ule, Valentine, F,132tuul Dee,6, Savona, Waterloo, s, B, 1,600 patent fuel Cape Town, Lombardian, B, 1,030 coal Cape de Verda, Chieftain. B, %7 coal H?o? Ay, Hue. U. 611 -1 Valencia, Valencia, s, B, ZOO coal, 280 patent fuel Cape d? Verds, Dreadnought , B, ?52-i apt. e er...	The Western Mail	7th December 1881	Detailed Lists	p.4	296 words

2.3 Contributors,

The following persons have given me advice and guidance during this research:

Dr Julian Whitewright, Senior Teaching Fellow, Faculty of Maritime Archaeology, Southampton University

Mr Jack Pink, Southampton University, Maritime Archaeologist.

2.4 Abbreviations

List of abbreviations used in this report, i.e.

MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

3.0 Introduction

I picked the Dreadnought from the list provided by MADU because the name resonated with me in relation to a trading Schooner which I knew had foundered in St Brides Bay in December 1902 near where I live and I wondered if it could be the same vessel. However my enquiries have established that it was not the same vessel. The vessel which came aground on Abererch Sands was the Schooner Dreadnought - Lloyds No. 43877

My enquiries have revealed the following:

- The Schooner Dreadnought official number 43877 is first listed in the 1862 Lloyds Register Entry Ref No 299
- The vessel was built in 1861 as a Berwick Coastal Schooner of 133 Gross Tons, wooden built - part iron bolted. The schooner was first registered to the port of Lancaster and then later at Barrow in Furness and remained so throughout its life. Dimensions were 85ft 2in length, 21ft 5in Beam, 11ft 6in depth. Certified A1 with 9year inspection.
- The Schooner was built by AB Gowan and Son, at Berwick upon Tweed, in 1861 for James Fisher Company of Barrow-in-Furness who were the owners and operators throughout its life. This Company was founded by James Fisher in 1847 in Barrow-in-Furness as a ship-owning business initially transporting haematite from the Cumbrian hills. In 1868 the company had 70 ships and by the 1870s it owned the largest coasting fleet in the United Kingdom. It acquired the *Furness Shipbuilding Company* in 1870 but only went on to build one ship, the *Ellie Park*. During the 1880s the company slowly moved from operating sailing ships to operating steamers. During the period 1857 to 1877 James Fisher Co had 26 ships built by Gowans at Berwick.

In the Berwick list of ships built the name Dreadnought was spelt Dreadnaught and also in the first appropriation listing, once also in the Lloyds Register. The spelling using an 'a' in naught is probably grammatically correct meaning 'nothing'. Whereas using the 'o' as nought means zero numerically – however the nought prevailed and of course was used for the 1st world war British battleships. The Dreadnought traded along the Welsh coast and also visited Whitehaven, Swansea, Cardiff and Cork in Ireland.

- Background to the wrecking, The Schooner Dreadnought, owned and operated by the shipping company James Fisher of Barrow in Furness, was engaged on coastal trading exclusively along the west coast of the UK and south and west coasts of Ireland. The first Master operated the ship successfully and continuously from 1862 for approximately 11 years. The ship travelled from port to port collecting and delivering a variety of cargoes and so In early October it was on passage up the Irish Sea with a cargo of 'Pitwood' destined for the home port of Barrow in Furness. A particularly violent storm was travelling west across the Atlantic crossing Ireland on the 13th October and the west coast of Wales. The storm's intensity was greatest on the 14th southerly to south westerly as it passed. This storm became famous for the destruction of a great part of the Eyemouth fishing fleet with great loss of life there. It is possible that Master Bogan had observed a storm warning when passing a signal station or just his experience and seamanship motivated him to seek shelter which caused him to seek shelter at the 'safe' anchorage on the south side of the Llŷn peninsular at St. Tudwal's Roads. Coastal storm warnings had been developed and instituted by Admiral Robert Fitzroy at his newly established Meteorology Department in London. But after his suicide in 1865 the forecasts were suspended in 1866, subsequently to be re-instated in 1879, after much lobbying from shipping companies and fishermen. St. Tudwal's roads was recognised and much used, by vessels of the period, to seek shelter from westerly gales and considered a safe and secure anchorage by virtue of the clay sea bed. Indeed there were several other vessels there also – most of the ships including the Dreadnought with both anchors (port & starboard) deployed.

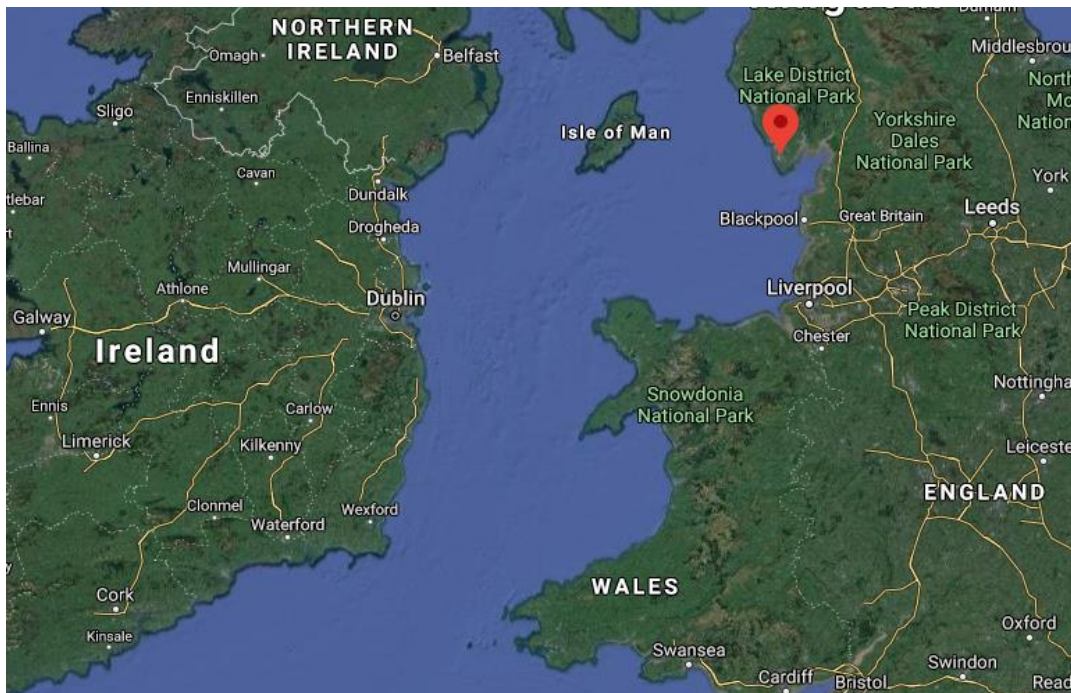
- The wrecking, Hurricane force winds blew up during the night of 13th/14th such that at approximately 6a.m. both anchor cables parted and the schooner was driven ashore onto Abererch beach one mile east of Pwllheli. The crew were all saved by means of ropes attached from the shore to the rigging. Several other ships were driven ashore on the same beach (see figure 2. MADU list). Although the tides were neap the seas were tremendous and 'all will sustain heavy damage' it was observed. The waves were sweeping over the vessels and pounding them on the beach. The wind was such that railway carriages were blown over from the rail track and seas crashed over the harbour wall at Pwllheli.
- I am not aware of any other investigation of this vessel. Coflein have only one record of a Dreadnought wreck which was a schooner no 27606 from Aberystwyth which foundered in St Brides Bay in 1902.
- Although several vessels have come aground on Abererch sands they were all removed so that there is no scope for diving or other on-site investigations.
- The MADU listing refers to the Dreadnought being salvaged and then beached at Pwllheli. I believe the cargo was recovered and then the vessel was subsequently scrapped.
- I am not aware of any previous reports produced relating to this vessel.

4.0 Background, The only knowledge that I had prior to this research was the MADU entry giving the name and location (see Figure 2).

Pwllheli, South coast of the Llŷn peninsular.



Irish Sea: Cork to Barrow.



5.0 Research Methodology

The following were used in this research:-

Acer Laptop with fast fibre wireless internet connection, I-phone.

Search engines used were

Google Chrome

AVG Secure Browser

Microsoft Office

Windows 10

Snip & Sketch

Dreadnought research,

Methodology: first step to check out Coflein – but nothing there. Then Lloyds Register. Berwick shipyards. James Fisher Co. Newspaper records. Crewlist.

List of sources,

Coflein: <https://www.coflein.gov.uk/en/site/search> No record of this wreck site.

Lloyds Register of shipping: <https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online> - Lloyds Register, starting point. Records missing for some of the years.

Library of Wales: <https://newspapers.library.wales/view/3310679/3310687/68/LIVERPOOL> - excellent for local news reports

<https://newspapers.library.wales/search?query=Dreadnought&publication%5B%5D=The+Cambrian+News+and+Merionethshire+Standard> – good source.

<http://www.maritimearchives.co.uk/> - good to identify ships and for crew lists.

<http://www.berwickshipyard.com/1841%20-%201878.html> – good for list of ships built.

Crew lists and other documents: <http://www.crewlist.org.uk/about/findingoncrewlists> - good for dates

Historic Storms of the North Sea, British Isles and Northwest Europe. By Hubert Lamb, Knud Frydendahl

<https://hdl.handle.net/10107/3310627>|title=PWLLHELI - The Cambrian News and Merionethshire Standard|date=1881-10-21|accessdate=2020-05-15|publisher=John Askew Roberts, Edward Woodall & Richard Henry Venables. - Good searchable articles.

Shipyard enquiry: <http://www.berwickshipyard.com/Gowan%20and%20Fisher.html> -good source.

6.0 Results

I had two objectives:

1. To establish which of several possible ships named Dreadnought was the one wrecked at Abererch on 14th Oct 1881. My enquiries have established that it was the James Fisher Co Schooner Official number 43877.
 2. To gather whatever information I could primarily from on-line enquiries. This has yielded the information contained in this report which fills out considerably our knowledge of this vessel and the background and circumstances of her wrecking.
- I generally spent a couple of hours each morning over several days doing research and then a few hours writing up this report.
 - Builder's original plans: not available on-line.
 - Photographs of a similar vessel at Fig 1.
 - There do not seem to be any pictures of the wreck site - which is now a holiday resort.
 - I have not discovered any information relating to any repairs / re-fits etc. carried out during the vessel's life. Its port for inspections was Whitehaven.
 - The builder of the ship was AB Gowan and Son of Berwick on Tweed.
 - I have not found any references to other significant events or incidents reported during the vessel's life.
 - Timeline – see Appendix B.

7.0 Analysis

The main objectives were achieved.

It was not possible to determine detail of when, where and how the vessel was sold, scrapped or dismantled. I failed to find information on historical records of ship dismantling despite visiting established ship breaking company sites e.g. Thos. Ward, which company was first established at Barrow the home port of the Dreadnought.

I have not made charts of this ships voyages as they were all local to the Irish Sea and for the most part repetitive.

I have not copied all the Lloyds Register entries as these were repetitive with no changes. I have reproduced the significant ones and noted that there are several years for which the list is unavailable.

I did not discover any significant incidents during the ships life.

I was unable to discover the ship's drawings or plans from the site of AB Gowan and Son, the ship's builders. Nor was there any specific information on the ship from the Berwick on Tweed sites.

I was not able to discover any photographs of the Dreadnought but bearing in mind the date of its demise when photography was still in its infancy this is not surprising.

The dreadnought was consistently described as a 'schooner' and indeed there are no sub-types in the Lloyds Register. However in one of the news reports of the wreck it was described as a 'Topsail Schooner' which I suspect is accurate. This rig would be advantageous when running on homeward legs of voyages up the Irish Sea with the prevailing south westerly winds.

Without access to the ship builders records, which are not available on line, I was not able to determine the timber types used in construction and the number and spacing of frames etc.

I suspect it was Ash planking on Oak frames with the frames 'iron bolted' and the hull painted. It was not yellow metalled or coppered.

8.0 Conclusions & Recommendations

Approximately 30 hours spent on this project of which perhaps 20 spent on-line.

Initially there was a suggestion that the ship referred to in the MADU listing may have been the same Dreadnought that was lost in St Brides Bay in 1902. Early research proved this to be incorrect.

The wreck site is a beach and so no remains there and not appropriate for diving.

I do not believe this vessel is of sufficient historical significance to warrant further research.

I came across some pay to view sites but do not think they can offer anything not discovered elsewhere for this ship.

There are no sub-aqua remains and so this would not be suitable for the NAS Adopt-a-Wreck scheme.

This project has expanded my knowledge of the Lloyds Register terminology and discovered some interesting websites.

The project has answered my original questions and aims & objectives.

I do not believe the story behind this wreck is interesting enough to be developed further.

9.0 References

MADU wreck list

Coflein

Lloyds Register of Shipping

Cambrian News and Merionethshire Standard

The Library of Wales

Crew List Appropriation Listing

Crew List Index Project

Gowan and Fisher

RNLI Wreck list

Watson N. 2000. *Round the Coast and Across the Sea. The Story of James Fisher and Sons.*

The website of the Mariners Mailing List

R Cadwallader

Appendices:**Appendix A, The Dreadnought specification.**

Vessel	Name/s	Dreadnought		
	Type	Schooner (topsail)		
		Berwick Coastal		
Built	Date	1861		
		Launched		
		Commissioned: 21 st September 1861		
	Builder	AB Gowan and Son		
		Berwick on Tweed		
Construction	Materials	Wood, part Iron bolted.		
	Decks	Single.		
	Bulkheads	Not known		
Propulsion	Type	Sail.		
	Details	Schooner Rigged.		
Engine	Details	none		
	Boilers	N/A		
Drive	Type	N/A		
	Number	N/A		
Dimensions	Length	85ft	2 ins	
	Beam	21ft	5 ins	m
	Draught	11ft	6 ins	m
Tonnage	Gross	133		
	Net	123		
Owner	First	James Fisher Co		
		Barrow in Furness, Cumberland.		
	Last	same		
	Others	none		
Registry	Port	Initially Lancaster then Barrow		
	Flag	British (identity letters not listed)		
	Number	43877		
History	Routes	Coastal trading from Barrow, Whitehaven, Swansea, Cardiff, Cork.		
	Cargo	Various		
Final Voyage	From	Cork		
	To	Barrow		
	Captain	William Bogan, from Wexford		
	Crew	Master, Mate, 5 Seamen, Boy.		
	Passengers	none		
	Cargo	Pitwood		
Wrecking	Date	14 October 1881		
	Location	Abererch Sands, Pwllheli, Wales, UK		
	Cause	Severe storm, anchor warps parted, driven onto beach		
	Loss of life	None		
	Outcome	Beached, Damaged, Salvaged, Re-floated, Scrapped		

Appendix B – The Timeline for the *Dreadnought No 43877*.

Time Line: Dreadnought No 43877– Wrecked at Abererch

MADU reference no. 236

- 1861 Built: Berwick on Tweed for James Fisher Co, Barrow in Furness.
- 1861 Given Official Number 12 September
- 1862 First appearance in Lloyds Register. Master: D Roberts (see Fig 3.)
- 1863 No changes
- 1864 No changes
- 1865 No changes
- 1866 No changes, visited Whitehaven.
- 1867 No changes, Coastal trading
- 1868 No changes
- 1869 No changes
- 1870 No changes
- 1871 No changes
- 1872 No changes
- 1873 Masters: D Roberts/A Jones
- 1874 Masters: D Roberts/A Jones
- 1875 to 1879 Master believed to be A Jones.
- 1875 to 1882 no Lloyds register listings available
- 1881 Master: William Bogan. Beached at Abererch one mile east of Pwllheli as a result of the great storm of 14 October and suffered severe damage. Reported salvaged to Pwllheli. Crew paid off at Pwllheli.
- 1883 No listing for Dreadnought No 43877 – therefore presumed scrapped sometime between 1881 and 1882.

Appendix C, Background of Builder and Owner.

During the 19th century 26 vessels were built at Berwick for the Barrow firm of James Fisher.

During the twenty years between 1857 and 1877 the Barrow-in-Furness Company of James Fisher was to be the biggest customer of the Berwick yard of AB Gowan. Founded by James Fisher in 1847 the company's initial growth and success was derived from transporting rich haematite ore. Abundant deposits were found on the Barrow peninsular. Demand for ore, iron and later steel products was fuelled by the expansion of the railways. The Barrow Haematite Iron and Steel Company became a major exporter of steel rails to railways around the world.

James Fisher became a shipping agent for the firm of Schneider and Company, one of the main players in the booming iron industry. He realised that success depended on a reliable source of ships and invested in new vessels. The development of shipping business was such that by the 1870's Fisher's fleet had grown to become one of the largest in the United Kingdom.

AB Gowan was one of a small number of favoured shipbuilders chosen by James Fisher for the construction of new vessels. In the 1850's he adopted the practice of purchasing new vessels and thereafter selling off shares to investors in the Barrow area while often retaining a small shareholding for himself. In this way he was able to reduce the degree of financial risk to which the company would otherwise have been exposed.

The majority of vessels built at Berwick for Fishers by AB Gowan were schooners and for good reason. They were cheaper and more efficient to run than square rigged vessels and were easier to maintain. Added to these advantages were their sea-keeping qualities, speed and ease of handling. A total of twenty six vessels were built at Gowan's yard for Fishers. These ranged from the 91 ton schooner *Economist* to the 208 ton brig *Buccluch*.

Most of the vessels owned by Fishers were employed on British and European coastal and short sea routes transporting ore, pig iron, steel rails and also machinery manufactured at Barrow. Bulk goods such as grain



Mary Watkinson built at Berwick in 1872 is pictured here off Poole harbour in 1921 while under the ownership of George Grounds of Runcorn. Photo: © National Maritime Museum, London (Image No. 30.41) Reproduced with permission,

and timber were typical of the cargoes carried on return journeys. While coastal and short-sea trading represented the bulk of the company's core business a number of vessels, including several built at Berwick, were to venture further afield and traded on deep-sea routes over longer distances.

Seafaring in the 19th century was a hazardous business and a number of the Berwick-built vessels in Fisher's fleet had eventful histories.

The final vessel to be built at Berwick for Fisher's fleet was the schooner *Old Hunter* in 1877. The pace of change in the shipbuilding industry at that time meant that bigger vessels constructed of iron and using newer technologies would rapidly replace wooden sailing vessels. It was against this background that Gowan's yard would close its doors in 1878 ending what had been a close and productive relationship. Shipbuilding would not return to the Tweed again until 1950.

Today James Fisher and Sons PLC has a global profile and remains a leading provider of marine services. In 2006 the company acquired the 11-tanker fleet of former rival FT Everard and Sons Ltd. making it the biggest ship-owning firm in the UK.

(Sources: Watson N. 2000. *Round the Coast and Across the Sea. The Story of James Fisher and Sons*. St Matthews Press, Leyburn.)

The first Master of the Dreadnought was D Roberts and on its last voyage was William Bogan from Wexford, Ireland.
Crew information is shown at Fig. 7 on page 12.

From Soulbys Ulverston Advertiser, 5th July, 1860.¹

SHIP LAUNCH.—On Saturday afternoon last, a beautiful schooner, named the *Bridget Smith*, was launched from the building-yard of Messrs. A. B. Gowan & Son, shipbuilders, Berwick. About four o'clock a large crowd, including a number of ladies and gentlemen of the town and neighbourhood, assembled in the yard, on the Quay Walls, and on the adjoining quay, to witness the launch; and a little before five all preliminaries having been satisfactorily arranged, the vessel gracefully glided into the water—the ceremony of "christening" being performed in gallant style by Miss Ramsey, Lilburn Grange. Loud cheers hailed the first movement of the vessel on the ways, and they were vociferously repeated when she dropped anchor in the middle of the stream. She is to sail, we believe, from Barrow, and is the property of the same owners who have purchased the last three or four vessels built by Messrs. Gowan. She is a handsome and substantial craft; well adapted for carrying, and reflects much credit on the builders. (The above schooner has been built for Messrs. Jas. Fisher and Co., and is intended for the Bristol Channel trade.)