

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



A Schooner under sail

Report compiled by:
Graeme Perks

Report Title:

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

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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 schooner Edwin was built by Robert Eyton and his three brothers for use in their businesses at Mostyn, Flintshire in 1840. Edwin made voyages from Mostyn to Dublin, Barmouth, Aberdovey and Yarmouth with Hugh Barrow as master.

In January 1843 Edwin arrived at Barmouth with a cargo of coal and anchored waiting for the tide, taking a pilot on board. Edwin missed the tide due to strong winds, when they moderated stood out to sea but a sudden change in wind direction and storm force winds forced Edwin to drive onto a bank offshore of Barmouth. The sea prevented assistance from the shore until a mast fell, but by this time only a boy had survived. The Edwin was wrecked.

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2.4 Contributors

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2.5 Abbreviations

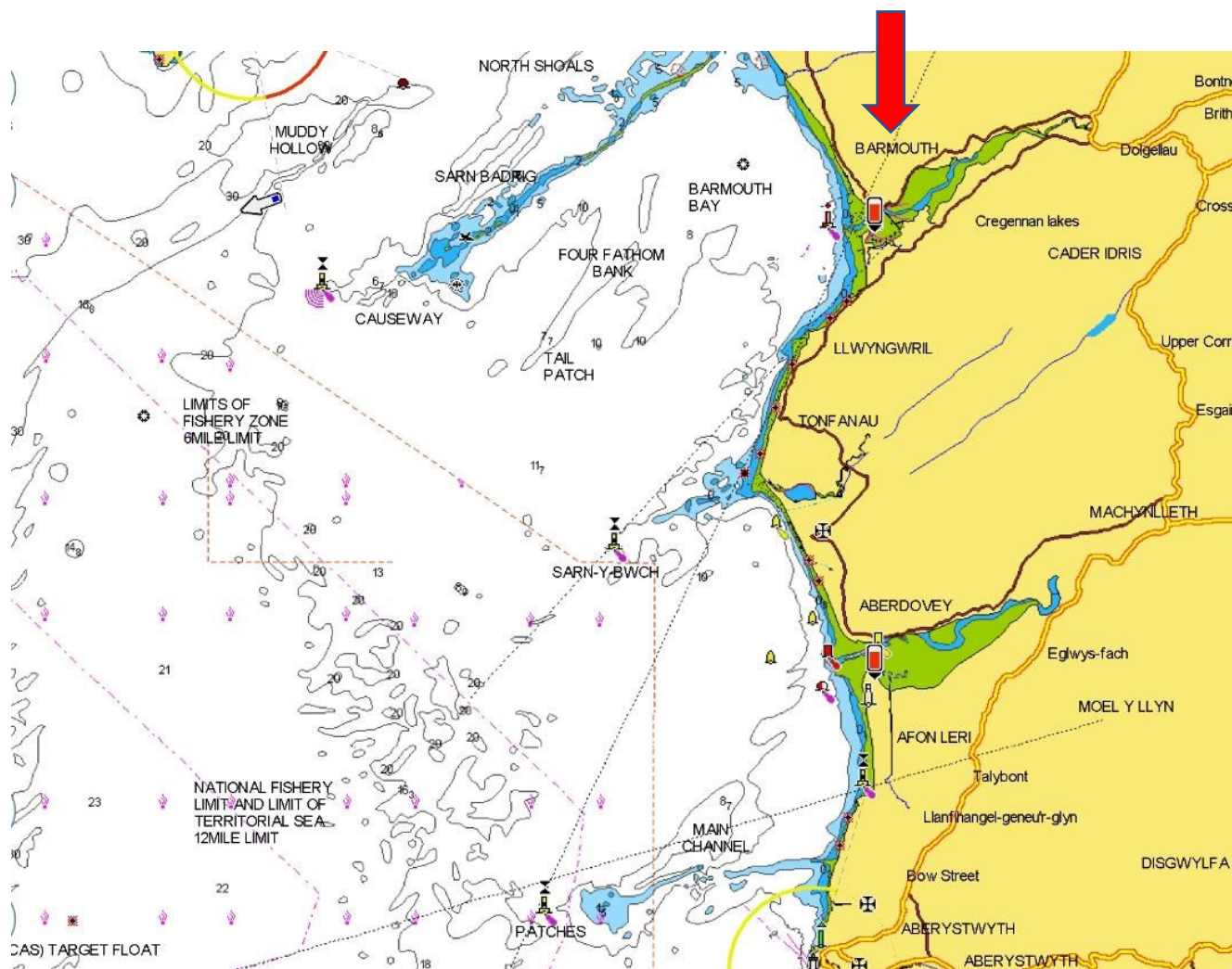
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey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

3.0 Introduction

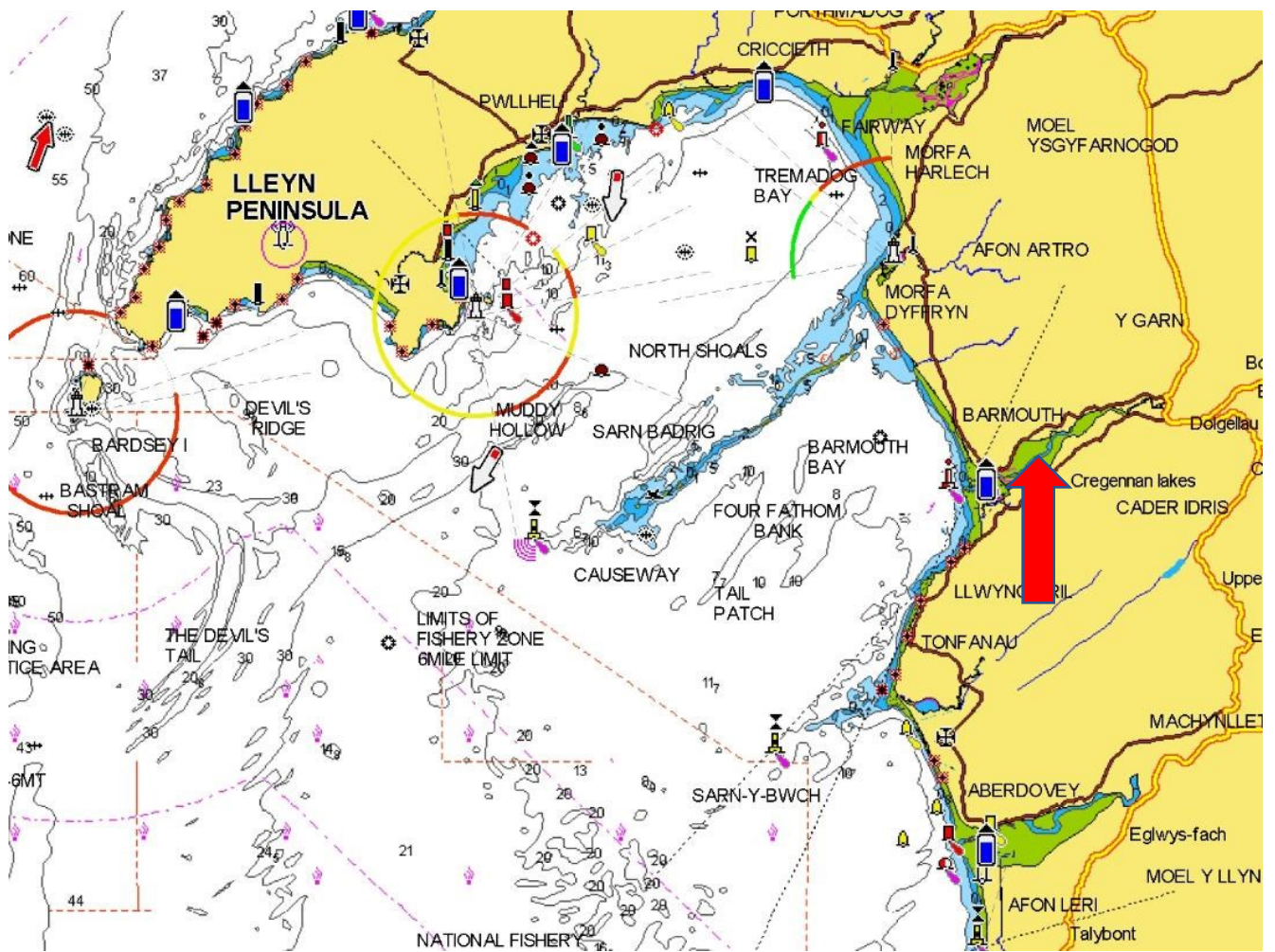
1. I selected Edwin to research because she was one of a number of vessels lost that day, she had two entries in the database and I wished to see how much information I could find about her, I also wanted to find out what happened, if there were two schooners called Edwin lost on the same day and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line 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 1843.
5. To discover the cause of the event in 1843 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1843 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1843 incident and its story.
8. If there was a wreck site for Edwin 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 Edwin.

4.0 Background

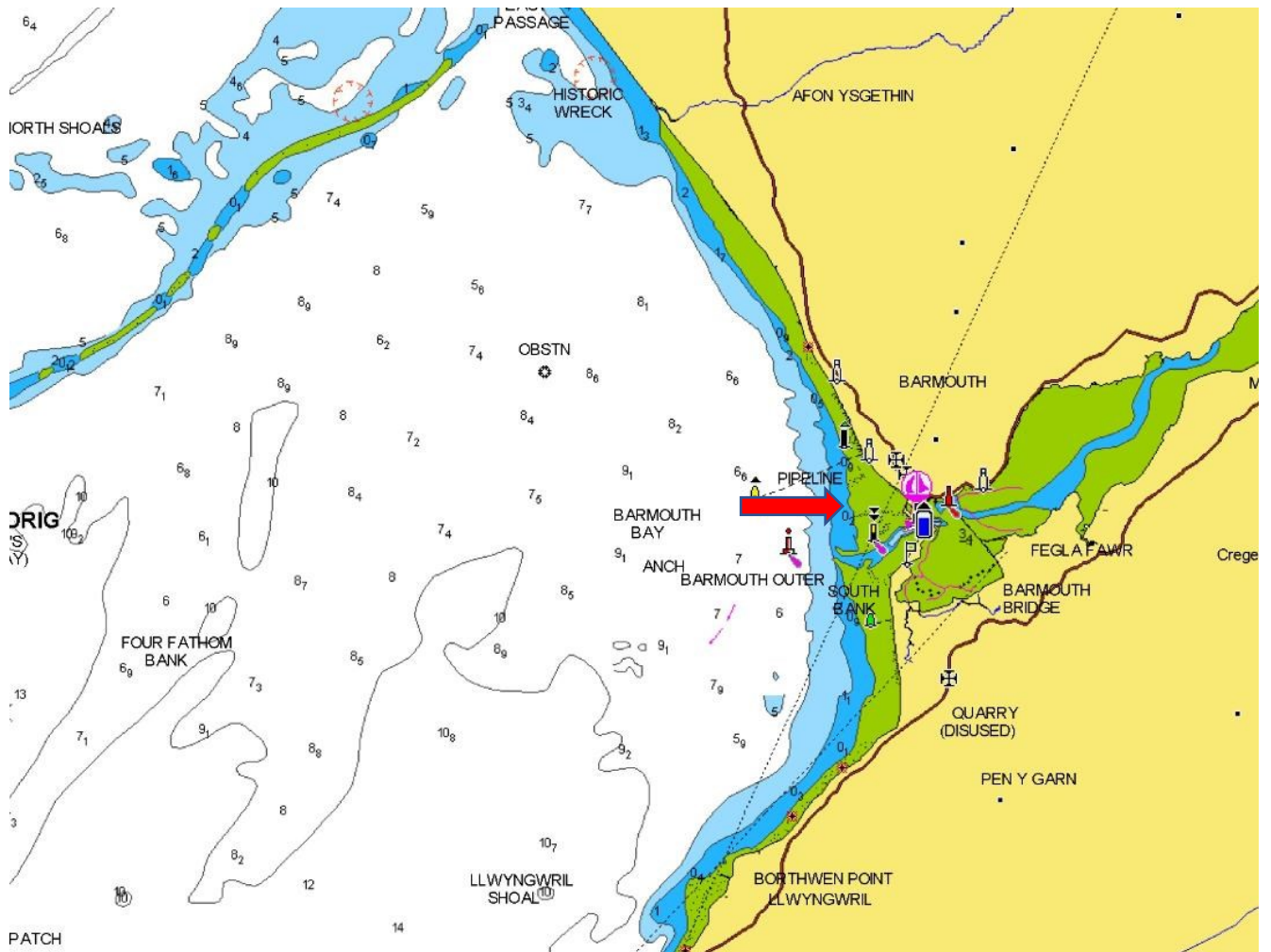
When I started this project I knew that Edwin was a wooden schooner registered at Chester, carrying coal which had two entries in the database for 13th January 1843. The one describing her as dragging her anchors and going ashore 1/2 mile NW of Barmouth and the wreckage was seen in 1934 on a low tide and the other describing her as lost offshore at Barmouth with only one crew member surviving.




Barmouth and St Patricks Causeway (Sarn Badrig)



Cardigan Bay and Barmouth



Cardigan bar and approaches

 Approximate position Edwin Wreck

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 "Edwin" looking for details of her dimensions, master, builders and owners from 1840 with no match. I then searched yearly until 1843 with no matches.

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

I searched The British Newspaper Archives (BNA) for "Edwin Burrow", "Edwin Barrow", "Edwin Dublin", "Edwin Mostyn", "Schooner Edwin", and "Edwin Barmouth" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Edward Eyton" looking for details of the ship building and other businesses and the brothers lives with matches. I searched "Hugh Barrow" "Robert Lloyd" and "Owen Lloyd" looking for any details about them with no matches

I searched Welsh newspapers on line for "Edwin" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a match. I also searched "Eyton" and found matches looking for details of the ship building and other businesses and the brothers lives. I searched "Hugh Barrow", "Robert Lloyd" and "Owen Lloyd" looking for any details about them with no matches

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

I searched wreckeu site for "Edwin" looking for any details of the wreck with a match but no new information.

6.0 Results

Vessel	Name/s	Edwin		
	Type	Schooner		
		Cargo		
Built	Date	1840		
	Builder	Messrs Eyton & Co		
		Mostyn		
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	69 ft	7 ins	
	Beam	19 ft	0 ins	
	Draught	12 ft	6 ins	
Tonnage	Gross	124		
	Net			
Owner	First	Messrs. Eyton brothers		
		Mostyn, Flintshire		
	Last	Messrs. Eyton Brothers		
		Mostyn, Flintshire		
	Others			
Registry	Port	Chester		
	Flag	British		
	Number			
History	Routes	Mostyn to Dublin, Barmouth, Aberdovey and Yarmouth		
	Cargo	Coal		
Final Voyage	From	Mostyn		
	To	Barmouth due 13 th January 1843		
	Captain	Hugh Barrow		
	Crew	5		
	Passengers	One and Pilot taken on board		
	Cargo	Coal		
Wrecking	Date	13 th January 1843		
	Location	Barmouth Bar		
	Cause	Sudden gale force winds		
	Loss of life	6 died from exposure or drowned		
	Outcome	Wrecked		

Coflein

The EDWIN was a wooden schooner built by Edward Eyton at Mostyn in 1840. It was placed on the port of Chester shipping register on 13 July 1840 (8 in 1840). At which time, technical and configuration specifications were given as 124 24/100 tons burthen; 69.7ft length x 19ft breadth x 12.6ft depth; 1 deck, 2 masts, schooner rigged with standing bowsprit, square sterned, carvel built, female bust figurehead. The owners include most of Edward Eyton's family - John Pruyse Eyton, Robert Eyton and James Eyton. At time of loss, the vessel was carrying a cargo of coal from Mostyn to Barmouth. The schooner had anchored and taken on a pilot waiting from sufficient water clearance over the bar, when the winds increased to gale force. The schooner's anchor began to drag and the EDWIN eventually went on shore a half mile north of Barmouth. When one of the masts collapsed, four local mariners were able to get onboard. They found that five of the crew and the pilot who had lashed themselves to the rigging and had drowned. The ship's apprentice was found sheltering under one of the bulwarks and had survived. During an exceptionally low tide in March 1934, the hull timbers of the wreck were uncovered and a short length of anchor chain was recovered. A link from the chain was used for the memorial plaque.

The Barmouth Sailor's Institute contains a memorial plaque containing a link from the EDWIN's anchor chain.

Sources include:

Board of Trade Select Committee on Shipwrecks, 1843 Appendix pg46

Larn and Larn Shipwreck Database 2002

Port of Chester Shipping Register 1836-1848, Flintshire Record Office, S/1, folio 90

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg25

Maritime Officer, RCAHMW, February 2012.

Shipping and Mercantile Gazette - Saturday 03 October 1840

WATERFORD PASSAGE—Sept 30: Wind W.N.W. to WSW strong breeze.— Edwin, Barrow, which discharged at New Ross, Proceeded to Waterford with the remainder of the cargo.

Shipping and Mercantile Gazette - Monday 16 January 1843

BARMOUTH – Jan. 14: 12 – Wind NW

The Edwin, Brown of Chester from Mostyn for this port, having anchored, made signal for a pilot, with the intention of coming in next morning; in the mean time it came to blow a heavy gale from SW.

13 10.0am The wind moderated, and she got under weigh, but being too late for the tide was obliged to stand out to sea; the wind suddenly shifting to NW., blowing a most tremendous gale – they were forced at 5.0 pm to run for the beach, half a mile north of the bar, in the hope of saving their lives, and in a short time after she hove on her beam-ends, when the crew 5 in number with the passenger and pilot took to the rigging. Boats were soon brought to the spot, and several attempts were made to board the vessel but to no avail until about 11.0 pm, being near low water, they succeeded, when, melancholy to relate, only one lad was found alive, who was brought safe to shore. The pilot and one seaman were found dead in the rigging; all the rest were washed overboard. The bodies have not yet been found. It is feared the vessel will become a total wreck.

Lloyd's List - Monday 16 January 1843

Barmouth 14 Jan.

The schooner Edwin, Burrow bound to this port with coals, got on shore to the north of the bar, yesterday, and almost immediately upset, and it is feared will become a total wreck; only a boy saved.

Shipping and Mercantile Gazette - Thursday 19 January 1843

Aberystwith – Jan. 17

The Edwin, Burrow, was lost upon Barmouth Bar [as stated on Monday] ; all hands lost, excepting one lad, there was one the pilot's men on board, who likewise perished. The boy who was saved states that saw another large vessel in the bay sink at her anchors.

The Welshman 20th January 1843

DREADFUL HURRICANE The desolating storm which raged with such violent fury in the metropolis, appears to have visited almost every part, of the island and some places with fearful and calamitous severity. The most singular fact in connexion with it, was the extraordinary depression of the barometer—a depression, which has not been equalled during the last 30 years.

Liverpool Mail - Saturday 21 January 1843

At Barmouth, the Edwin, -schooner, Mostyn, Hugh Barrow, master, was capsized on the banks, and all board perished, excepting a lad about ,17 years of age, a native of Llanegryn, who clung to the wreck and miraculously sustained little injury.

Halifax Guardian - Saturday 21 January 1843

BARMOUTH. Early after daylight the Edwin, a brig belonging to Chester, bound to this harbour, was observed at the entrance of the river, with a signal for a pilot. One went out and remained on board until the turn of the tide, when she got under way, but, being unable to effect an entrance into the harbour, they stood out to sea. Shortly after, the wind shifted and blew a tremendous gale, which forced them to run for the beach. At five o'clock in the afternoon she struck on shore half a mile north of the bar, where she immediately hove on her beam-ends. A number of boats put out to her assistance, but owing to the boiling surf which surrounded the vessel it was impossible to reach her until midnight, when, melancholy to relate, only one of the crew was found alive out of 18 individuals. The pilot and a seaman were found lashed to the rigging dead, the others, were washed overboard. None of their bodies have yet been discovered. Another ship was lost soon afterwards within five miles of the same spot. It was the schooner Mary and Eliza, of Lymington. The lifeboat from Barmouth was conveyed thither by horses, and well manned with six able seamen, who after great personal exertion succeeded in saving the master, Mr. Morris, who had lashed himself to the rigging, but all the crew had preciousely met with a watery grave. The vessel had sunk, and her masts were just above water. A third vessel was wrecked on shore, between Barmouth and Aberdovey, reported to belong to Newport ; crew saved, with the exception of one man, who was drowned. At Aberdovey three vessels were totally lost, and all hands perished.

Dublin Evening Packet and Correspondent - Saturday 21 January 1843

LOSS OF SEVERAL OTHER VESSELS, regret to record, addition to the above calamities, and also those which have been before noticed, the particulars of the loss of the undermentioned vessels, within a few miles from the spot where the unfortunate Jessie Logan was wrecked. At another vessel, named the Sarah, a brig belonging to Teignmouth, commanded by Mr. Dawson, laden with a general cargo, was totally lost on the shore near Bossinary Haven. The crew, consisting of master and seven seamen, were saved through the humane conduct of some fishermen, who observing their perilous condition, immediately put off in their boat, and succeeded reaching the wreck safety ; however, they were less fortunate in returning, for on arriving within fifty yards of the beach the boiling surf turned the boat upside down, whereby the whole of them were precipitated into the sea ; but, singular to relate, the next wave washed them high upon the sands safety. During the same night three vessels were totally lost, with their crews, amounting the whole to 26 persons, within a few miles from the entrance to the harbour Barmouth. They proved to be the schooner Mary and Eliza, from Pwllhelli to Lymington; the brig Edwin, from Chester; and another, the name which present unknown. The vessels were observed from shore, but the violent character of the tempest prevented all attempts at saving the sufferers. Some of the bodies have since been thrown onto the beach. The sloop Phoebe, tons burden, belonging to Cardigan, foundered at about four o'clock on Friday morning, within three miles of Aberdovey, all hands, we regret say all hands perished with the vessel. A large brig, laden with hides, nuts, &c., was wrecked about two hours afterwards on dreadful pile of sunken rock, about six miles northward of Aberdovey. Unhappily, the crew of the ill-fated vessel met with similar fate, several of the bodies were found entangled the spars and pieces of wreck that were strewn along the beach.



Fig. 2 A smack in Barmouth harbour with estuary

The Cambrian 21st January 1843

THE LATE HURRICANE. The storm of Thursday and Friday Se'nnight, which was experienced with almost equal violence all over the kingdom, was less awful in its effects in our immediate neighbourhood than might have been expected from the severity of the hurricane.

A dreadful shipwreck happened amidst the storm at Barmouth. Early after daylight, the Edwin, a brig belonging to Chester, bound to this harbour, was observed at the entrance of the river, with a signal for a pilot. One went out and remained on board until the turn of the tide, when she got under way, but being unable to effect an entrance into the harbour, they stood out to sea. Shortly after the wind shifted and blew a tremendous gale, which forced them to run for the beach. At five o'clock in the afternoon she struck on shore half a mile north of the bar, where she immediately hove on her beam-ends. A number of boats put out to her assistance, but owing to the boiling surf which surrounded the vessel it was impossible to reach her-until midnight, when, melancholy to relate, only one of the crew was found alive out of eighteen individuals. The pilot and a seaman

were found lashed to the rigging, dead, the others were washed overboard. None of their bodies have yet been discovered. Another ship was lost soon afterwards within five miles of the same spot. It was the schooner Mary and Eliza, of Lymington The lifeboat from Barmouth was conveyed thither by horses, and well manned by six able seamen, who. after great personal exertion, succeeded in saving the master, Mr. Morris, who had lashed himself to the rigging, but all the crew had previously met with a watery grave. The vessel had sunk, and her masts were just above water.

North Wales Chronicle - Tuesday 24 January 1843

BARMOUTH.

On the 12th and 13th inst, this coast was visited with the most awful storm for violence and continuation, and attended with the most disastrous effects to the shipping hardly ever remembered. The day previous being fine, induced a great number of vessels, which had been for a length of time sheltering in the Studwell Road's to turn out to sea. The number is reported to be about 150 at least, and it is feared the greatest part of them have been wrecked, and that the loss of life has been awful. There are seen from this port entire wrecks ; one of which is the Edwin schooner, of Mostyn, Hugh Barrow master, bound for this port with a cargo of coals. On the 12th and the succeeding very stormy night, she , being a strongly built vessel nobly weathered the storm, riding out in the bay. Towards the evening of 12th, the storm then raging at its height, she was seen making for the beach, about half a mile from this place. The most painful anxiety was then felt for its fate by the inhabitants, scores of whom hastened to the spot.- As she reached the breakers she became unmanageable and turned broadside to the raging billows, which broke over her in an awful manner, and in a few minutes laid her on her beam ends. The distance from the shore was but short, but no assistance could be afforded, the sea at the time running mountain high. After the lapse of a few hours, in awful suspense, when the tide had some what receded, some brave fellows, after several unsuccessful attempts, reached the ill-fated vessel, when they found that all on board had perished, excepting a lad about 17 years of age, a native of Llanegryn, who miraculously had sustained little or no harm. Two of the bodies were later found in the rigging, the others having been washed overboard. The number that perished was six, Hugh Barrow the master, Owen Lloyd the pilot the most efficient in Barmouth, who had gone to the vessel the day before, Robert Lloyd mate, of Barmouth, the three leaving wives and numerous families to deplore their loss. The others were young men. The event has thrown a gloom over this little town, such as has not been before

witnessed, the relatives and friends of the deceased being very numerous. An inquest will be this day held upon the bodies found.

Shields Daily News - Thursday 22 February 1934

90-Years-Old Wreck

A large anchor and iron chains over 60 feet long have been found embedded in the sands at Barmouth. Local fishermen are convinced that the discovery a result of recent high tides, is connected with a shipwreck near the spot more than 90 years ago. Mr John Vaughan, aged 82 of Barmouth recalls the story of the wreck as told him by his father. A cargo boat, the Edwin, he says, was unable to enter Barmouth harbour, and anchored in the bay. During a terrific gale in the night the anchor broke and the boat drifted helplessly. An attempt was made to launch the Barmouth lifeboat, but the boat was swept away and smashed. Later, men in rowing boats reached the wrecked ship and found seven of the crew including the captain, frozen to death. There was only one survivor.

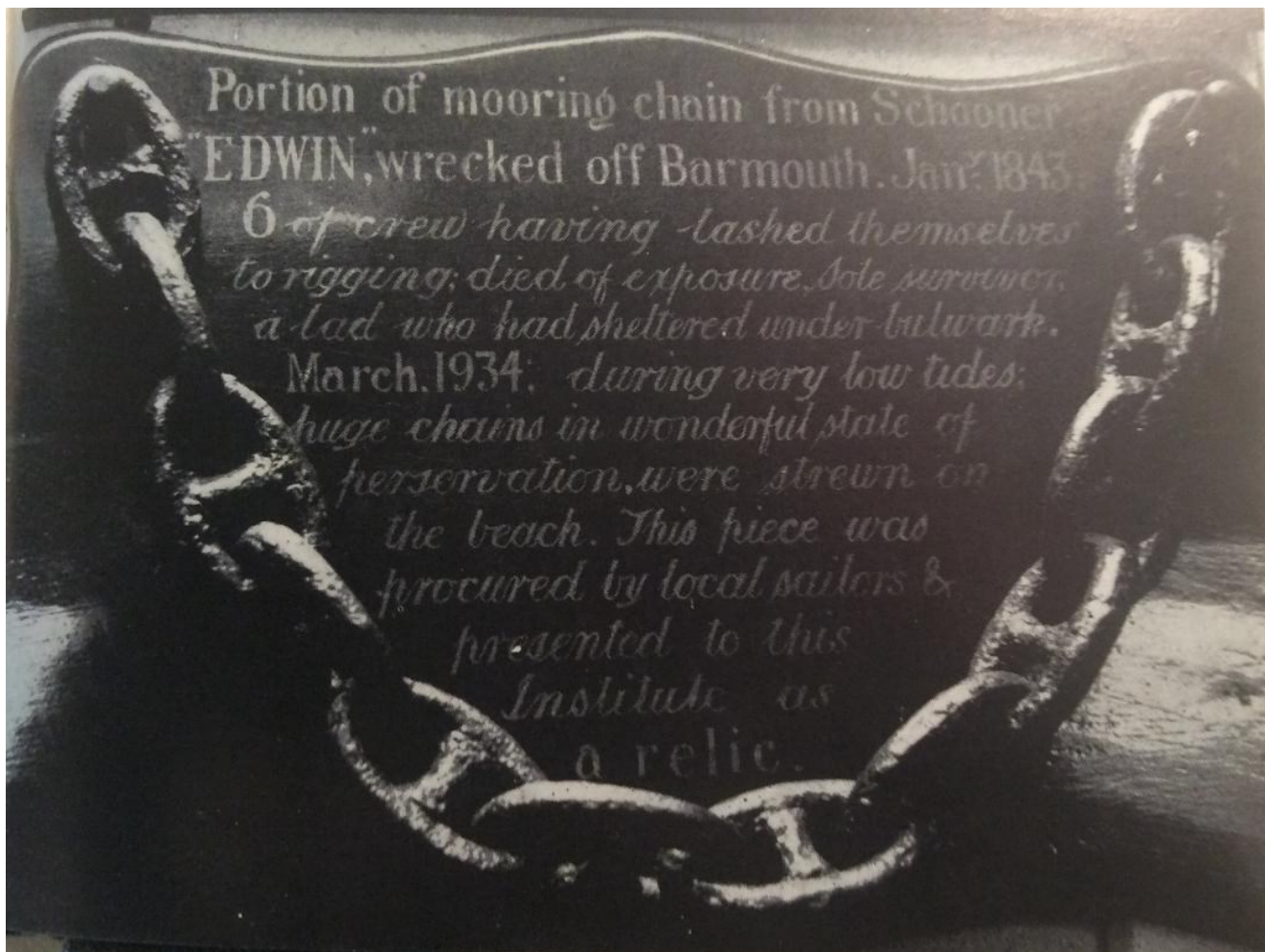


Fig. 3 Barmouth Sailors Institute Plaque, chain from Edwin recovered 1934

Eyton & Co Shipbuilders

Carnarvon and Denbigh Herald and North and South Wales Independent 4th June 1842

THE TALIESIN STEAMER.—About Christmas last we announced the launch of the Taliesin, from the building-yard of Messrs. Eyton, Brothers, at Mostyn Foundry, at the mouth of the Dee, in Flintshire. This vessel is intended to ply on the Liverpool and Mostyn station, in lieu of the present steamer, the Black Diamond. Messrs. Eyton have constructed two new engines of their own invention for the Taliesin, on an entirely new principle, combining lightness with power and economy of space, and which, par distinction, may be called the Taliesin Engines. Various trials of these engines have been made, and they are found to work admirably, with a very moderate consumption of fuel. The power of the engines is equal to ninety horses. They weigh only thirteen tons, and occupy only four feet of the vessel's hold; while the speed of the boat, constructed rather wide, with a view to towing and carrying cargo, and short, so as to turn in a confined space, to suit the particular station, averaged full ten miles an hour, when there were upwards of two hundred persons on board. A much higher rate of speed will most likely be effected, when the stiffness of the new machinery wears off by use. With a vessel modelled for speed there is little doubt that sixteen or seventeen miles an hour would be accomplished. We understand that the performance of these engines is looked to with considerable interest by parties connected with steam navigation. Great praise is due to the Messrs. Eyton for their spirit in carrying into effect a hazardous experiment at their own risk, and it is highly gratifying to find that the result has answered their most sanguine expectations. We understand that the Messrs. Eyton contemplate much greater improvements in the construction of marine engines, and thus we may say that most of the improvements in this most important branch of our national marine have arisen from individual enterprise and skill, the result of private competition.

The North Wales Chronicle and Advertiser for the Principality 30th May 1843

STRIKE OF TOE MOSTYN COLLIERS.—The miners in the employ of Messrs. Eyton, at Mostyn collieries to the amount of several hundreds have struck for an advance of wages. The strike began about five weeks ago, and the colliers at first evinced a disposition to riot, having stopped the men employed at the new

Church now building at Mostyn, and the navigators on the embankment making by Mr. Mostyn on Whitford Marsh, and also in various other places, from going on with their work, and in many instances compulsion was resorted to and assaults committed, the "supplies" falling short applied for relief to the Guardians of the Holywell Union who quite properly told them at once to return to their work, and they have latterly taken to levying charitable contributions on the public, making use of instances of the grossest, misrepresentations to the nature of the dispute between men and their masters. That source failing a new and ingenious expedient of raising the wind has been adopted, viz., the sending printed Welsh circulars, purporting to be signed by the minister of a dissenting chapel at Rhewl Mostyn, addressed to various dissenting congregations about the country, praying for contributions, and it remains to be seen to what extent the public may be gulled in that way. Meanwhile we learn that Messrs. Eyton believing that the demand of increased wages is most unreasonable at the present crisis, have fully and maturely determined not to concede an iota, come what may, as they consider this an attempt at dragooning and coercion that they cannot and never submit to. In reflecting minds it is clear that workmen are invariably the greatest loser by their strikes. The folly these men has already cost them nearly a sixth of their annual wage and an advance of one sixth in their wages for the next twelve months will reinstate them, as if they had peaceably and steadily pursued their work and we also learn that on Monday the colliers, of Mr. Crockford, at Duckford, struck for an advance and went to Flint on Tuesday, and induced the colliers there to strike also. It appears probable there will be a systematic strike though out the Dee Coal Field district.

**Carnarvon and Denbigh Herald and North and South Wales Independent
5th February 1848**

FLINT.-A new schooner has been launched from the building yard of Messrs. Eyton, at Flint, of 20 tons burthen, called the Industry of Chester.

**Carnarvon and Denbigh Herald and North and South Wales Independent
30th May 1848**

FLINT.-The inhabitants of this town were thrown into the most profound sorrow on Friday, the 19th ultimo, owing to the death of Robert Eyton, Esq., having taken place at his residence in High-street, Flint. Immediately upon the sorrowful intelligence becoming known, the blinds of every house were closed and the shops of the principal tradesmen partially closed, and all the vessels in the port half masted their colours, many a weeping eye was to be seen from both rich and

poor. Few men, indeed, ever went to their last resting home more deeply regretted, and deservedly so to, as the above named gentleman. He was truly a friend of the fatherless and widow, he gave alms of his goods, and never turned his face from any poor man, but had always pity upon them. Every society which had doing good for its object, found in him a very cheerful and ready help; he is gone with the fervent prayers of rich and poor, to receive the reward of his labour of love. "When done thou good and faithful servant, enter thou into the joy of thy lord." The last obsequies took place on Thursday, the 25th inst. His remains were conveyed to the family vault at Bodfarry. The arrangements were under the able direction of Mr. Joseph Evans, of Flint; every shop was closed, and business entirely suspended.

FUNERAL PROCESSION. The Body Corporate, two abreast. Well-wishers of the - deceased, about 200 in number, two abreast. Rev. E. Hughes, Bodfarry; Rev. T. B. U. Browne, Flint. Mr. Jones, surgeon, and Mr. Joseph Evans. The Hearse, drawn by four horses. Mourning Coach, containing John Eyton, Edward Eyton, and James Eyton, Esqrs., the deceased's brothers. Kinsale Carriage, containing Ellis Eyton, C. Eyton, Adam Eyton, Esqrs., and Rev. — Lewis, of St. Asaph.

Carnarvon and Denbigh Herald and North and South Wales Independent 8th April 1848

MOSTYN .-On the 3rd instant, was launched from building yard of Messrs. Eyton and Co., at Mostyn, a new schooner called the Sophia, of Chester, registering about 79 tons. She is intended for the coast and foreign trade.

The Principality 30th June 1848

MOSTYN. -On Wednesday, the 20th instant, an explosion of coal-damp took place in the pit worked by the Messrs. Eyton. It appears that the pit was worked by night as well as by day, and the explosion took place about half-past ten o'clock. There were then four men below. Two of them managed to get near the air-pipe connected with a fan, and thus their lives were preserved. Here they remained for a very long time, giving the usual signal appointed to signify danger; but unfortunately no man attended the engine, and the watcher was an idiot, and moreover deaf! However some neighbours were attracted to the spot by the signal, an engine-man was procured, and thus these two men were timely rescued from their perilous situation. The other two of course are dead; the pit was immediately closed in order to extinguish the fire, and was not opened when we received our last report. After the opening of the pit search will be made for the bodies, and an inquest held.

**Carnarvon and Denbigh Herald and North and South Wales Independent
24th February 1849**

Convict' on under the 5th & 10th Viet cap- 99. for non-reporting to a Receiver of Droits of Admiralty.

On the 9th of January last, the Taliesin steamer, on her passage from Liverpool to Rhyl, when near the- Point of Ayr, fell in with a wreck, the *Dasher, of Killough*, laden with oatmeal, and bound for Liverpool. She had been entirely abandoned by her crew, and was towed by the Taliesin, to the Banks of the Dee, and; stranded there. The Captain of the Taliesin immediately reported all particulars to his employers, Messrs. Eyton and Co., of the South Mostyn Colliery, who took measures for saving as much of the wrecked property as possible, and transmitted by the following post a full narrative of the circumstances, to Lloyds agent, at Liverpool, and to the owners of the *Dasher, Killough, Ireland*. An attempt was made, during the following tide, to tow the wreck to Mostyn Quay, but whilst in the Mostyn gutter, it unfortunately got on one of the banks, its removal being impracticable. After this, great efforts were made by the Messrs. Eyton to save the cargo. and eventually a small schooner the *Despatch*, was loaded with oatmeal, worth about £150 when a number of the lower classes in the neighbourhood came and plundered the remainder of the cargo, a disgraceful proceeding, that unfortunately could not be prevented. In the course of the week Mr. H. Price, of the firm of Messrs. Price and Case, of Liverpool came to Mostyn, and claimed the oatmeal from the Messrs. Eyton, as the property of the underwriters, by whom the cargo had been insured, and under his directions the portion saved was transmitted by the *Despatch* to Messrs. Richard Daly and Co., at Liverpool. After this a quantity of the wreck's material were saved by the Messrs. Eyton, which one of the owners saw in their yard at Mostyn, and by his request they remained there. On the 5th instant a summons, under the hand and seal of a Flintshire magistrate, was issued against Hugh Jones, the captain of the Taliesin, under a late act 9 and 10 Victoria, cap. 99, at the instance of Mr. Tarleton, of Rhyl, the agent to the Receiver General of Admiralty Droits, for not having reported the said wreck to him, and for not having placed the same at his disposal as such receiver. The case came on for hearing on Monday, the 12th instant, at Newmarket, before Capt. Morgan, and the Rev. W. L. Wyatt, two Flintshire magistrates. The case for the prosecution was conducted by Mr. T. Gold Edwards, of Denbigh, solicitor; and Mr. P. Ellis Eyton. clerk to Messrs. Eyton and Co., appeared for the defendant. The information was fully proved, and Mr. Eyton merely addressed the bench in mitigation of the penalty, to the effect that the defendant was an illiterate man, that he had erred from ignorance only, and not wilfully that the defendant had done all he could by reporting the case to his employers, who had transmitted a report to Lloyd's agent at Liverpool, and to the

owners of the wreck; that the object of reporting to Receivers of Admiralty Droits, was to get the property saved into the proper hands, and this in question had been so and that it was never the custom to report wrecks to such receivers, when the owners of the property were on the spot to take possession of it that the laws of England were founded on reason and justice, and that it would be a hard case indeed were the poor defendant punished for that of which he was not morally guilty; that, in fact, the Act of Parliament, under which the proceedings were taken, was so severe and stringent in its provisions, that it was evidently intended only for the worst species of wreckers, and not for persons like the defendant, through whose praiseworthy exertions property was saved, for the purpose of being restored to its owners; that the property in question was not legally a wreck, for it had been found flotsam, and who then was better entitled to its custody than the owner, that the Messrs. Eyton had gone to considerable expense, and made effort to save the cargo and materials; but, if proceedings of this nature were to be the result, then there would be no encouragement whatever for others similarly situated. Mr. Eyton then handed to the bench a report from the Caernarvon Herald of a somewhat similar case that was heard before Mr. Rushton, at Liverpool, wherein the defendant was fined £5 which was afterwards wholly remitted, in consequence of the defendant's good character and his ignorance of the law. A witness having been called to prove the main facts of the defence, and Mr. Edwards having briefly replied, the room was cleared for the bench to consider their judgment; and, upon re-admittance, Captain Morgan said that he and his brother magistrate had taken the matter into their serious consideration, and were of opinion that the statute gave them no power of mitigating the penalty, which they very much regretted. The defendant would, therefore, have to pay a fine of one hundred pounds.

Mr. Eyton then stated to the bench that the defendant, although a man of excellent character, was poor, and that to expect him to pay one hundred pounds was quite out of the question that the act had no doubt been carelessly drawn in that particular clause, since all the other clauses contained a power of mitigation; that it was not, however, a matter of much consequence, since their worships had the power, under the 30th section, of imprisoning- the defendant, in default of sufficient goods whereon to distrain, *for any time not exceeding six calendar months* that the defendant had no sufficient goods. Mr. Eyton concluded by earnestly suggesting that the very smallest period of imprisonment would be more than amply sufficient to the justice of the case.

The bench after several moments consideration, said that, in default, they would inflict the maximum term of imprisonment, viz. six calendar months. Under this conviction it is daily expected that the defendant will be committed to the

Common Gaol, at Flint, he being a deserving though a poor man, with a wife and family and having lately met with all accident, his health is in a delicate state.

We have received from another correspondent, a second report of the proceedings of the above case and on comparison find that the preceding statement is correct. It certainly appears a hardship that Taliesin should, in default of the payment of a fine of £100, have been sentenced to the term of six months imprisonment, yet the magistrates, though they had no power to mitigate the penalty, might have awarded any term of imprisonment, not exceeding six months that they thought proper. It would seem probable, from the longest period having been adjudged that the Bench deemed the circumstances such as did not call for any mitigation of the extreme penalty. Our second report expressly says that, in answer to the appeal for a shorter period of imprisonment, "the magistrate's stated, that they thought the facts would not justify them in so". It is true that the act is most stringent, but cases are frequently occurring where articles are picked up by masters of vessels which are never reported and, from circumstances which come continually within our own knowledge, if the Receivers were not armed with great powers, the pillage of vessels would never be stopped. Even in the present case, had the vessel been reported, it would have been the duty of the Receiver to take measures for its protection and if they failed to punish the depredators.

Carnarvon and Denbigh Herald and North and South Wales Independent 30th June 1849

Launched from the building yard of Messrs. Eyton and Co., at Mostyn, a new smack, to carry about sixty tons, named the Eva, of Chester. She is intended for the coasting trade, and is the property of J. P. Eyton, Esq.. of Llunarchymor,

Carnarvon and Denbigh Herald and North and South Wales Independent 28th July 1849

FLINT.— Worthy of Imitation.—We are requested, by a number of parties in this place, gratefully to acknowledge the kindness of Adam Eyton, Esq manager to the coal works of Messrs. Eyton and Co., for the care of public health, and sympathy for the sufferings of the poor, which they have shown by distributing amongst their numerous workmen, and the townspeople generally, a liberal supply of lime and other disinfecting agents, for the purposes of white- washing, &c.

**Carnarvon and Denbigh Herald and North and South Wales Independent
3rd November 1849**

FLINTSHIRE COAL & LEAD MINES.

TO BE SOLD BY AUCTION,

At the WHITE HORSE HOTEL, HOLYWELL, on FRIDAY the 16th NOVEMBER, 1849, at Three o'clock in the afternoon, (by order of the Administrator of the late Mr. Robert Eyton, of Flint, (Coal and Ship owner, deceased), in the following or such other Lots, as may be agreed upon at the time of Sale, and subject to conditions then to be produced.

LOT 1. THE 4-16th undivided SHARES of the deceased in the FLINT COLLIERY, (held under diverse leases, and holdings for various terms), situate in the Parishes of Flint, and Holywell, in the county of Flint, with the Steam Engines, Machinery, Utensils, Railways, Shipping Place. Stock of Timber and Iron, Plant, Waggons, Offices, Dwelling-houses, Workshops, and Storehouses thereunto belonging, including the Horses and Farming- Stock, on the COLLIERY FARM, all now in the occupation of Messrs Eyton. This Colliery is now in full operation.

LOT 2.— The undivided 3-16th SHARES of the deceased in the SOUTH MOSTYN COLLIERY, held under a lease of which 18 years are unexpired, situate in the Parish of Whitford, in the County of Flint, with the Steam Engines, Machinery, Stock buildings, Railways, Plant, Machinery, Waggons and Utensils thereunto belonging, all now in the occupation of Messrs Eyton. This is subject to a certain sleeping Rent, which will be mentioned at the time of sale. This Colliery is now in full operation, being connected by a siding with the Chester and Holyhead Railway.

LOT 3.-The undivided 3-16th SHARES of the deceased. in the MOSTYN FOUNDRY, and SHIP BUILDING YARD, together with the enclosed MARSH LAND held therewith, containing by admeasurement 8A. 3R. 22P., contiguous to the above Colliery, and communicating by a siding with both the Colliery and the Railway line, (held by lease under the River of Dee Company, for the unexpired term of 18 years,) together with the Offices, Dwelling-houses, Workshops, Buildings, Plant, Steam Engines, Machinery. Tools, Utensils, Patterns, Railways Stock, of Iron and Timber, thereunto belonging in the occupation of Messrs. Eyton.

LOT 4.— The undivided SHARES of the deceased, in the following Lead Mines, viz., — 1-17th of the ESGIR HIR, near Talybont, in Cardiganshire; 1-30th of NANTYMWYN MINE in the Parish of Meliden, Flintshire, and 5-15th of the FRON

The above Vessels are well built of good materials, are in excellent repair, and well found in Rigging, Sails, and Stores.

LOT 7-The undivided 4-16th shares of the deceased in SIX LEASEHOLD COTTAGES, situate in the parish of Bettws, in the county of Denbigh, held under a Lease (at a nominal rent) 75 years of which are now unexpired, the entirety of these premises will be put up in one Lot, if a purchaser offers, or they will be sold extremely low by Private Contract. Catalogues of the different Lots are now preparing, and will be shown on the different premises, and further particulars may be obtained from the Messrs. EYTON, Flint Collieries; the Messrs. EYTON, South Mostyn and Holywell; of J. P. EYTON, Esq., Llanerchymyr, near Holywell; and of James EYTON, Solicitor, Mold.

Carnarvon and Denbigh Herald and North and South Wales Independent 21st June 1851

COURT OF QUEENS BENCH, MONDAY, JUNE 16th, 1851.—Edward Eyton, Esq. v. the Chester and Holyhead Railway Company.—Mr. Phipson moved on behalf of Mr. Eyton for a rule to this company to show cause why a writ of mandamus should not issue directed to them, commanding them, pursuant to their Act of Parliament, to issue their warrant to the Sheriff of Flintshire, to summon a jury to assess the compensation claimed by the applicant in respect of damage done to his premises, in the parish of Whitford, by the making of their Railway. Rule nisi granted. For the applicant, Mr. James Eyton, Mold for the Company, Messrs. Parker and Co., Lincoln's Inn

The North Wales Chronicle and Advertiser for the Principality 11th February 1853

CONWAY COUNTY COURT, FEB. 10

Before L. TEMPLE, Esq., Deputy: Judge.

Eytons v. Hughes.—Jury case.—This was an action brought to recover the sum of £35 16s. Od., the freight upon two cargoes shipped in the Caroline, - the one of corn, to Liverpool; the other of coal, to Holyhead. The damages sought to be obtained included £3 15s. for interest. The plaintiffs are the well-known coal proprietors and ship owners at Flint, and the defendant was, at the time of the transaction, captain of the Caroline, which belonged to the plaintiffs.—Mr. Eyton.

solicitor, of Mold, appeared for the plaintiffs, and Mr. R. D. Williams for the defendant.

Mr. Eyton stated the case to the jury, and called Mr Adam Eyton, who said that he was clerk and traveller for the plaintiffs. At the period of the demand, Mr. Ed. Eyton (since dead,) was a partner and manager in the firm—he died last May. Witness remembered the defendant entering plaintiff's employ; he succeeded his brother as master of the Caroline—the latter being ill. It was agreed that he should sail the vessel by the half-share of the freight, after deducting the customary expenses. The vessel sailed, as from Mostyn, and defendant had left plaintiffs to pay the seaman's wages, although he was legally bound to pay them. He refused to come to any settlement of terms.

Examined by Mr. Williams.—In 1850 I first saw the defendant about going with the vessel. I don't know whose name was on the register as master on the vessel. The Messrs. Eyton owned the vessel in different proportions.

Mr. T Jones, coal merchant, of Holyhead, deposed that he had dealt with the plaintiff for 27 years. The cargo in question was consigned to the City of Dublin Company, but not suiting them, he had taken it, and paid defendant for it. This closed the case for the plaintiff, when

Mr. Williams submitted that on the testimony of the first witness, his client was entitled to a non-suit, inasmuch as the representative of the late Mr. Edward Eyton ought to have been joined in the action, the plaintiffs suing as partners of the vessel, not as partners in the coal.

Mr., Eyton replied that the earnings of the vessel went to the partnership account, in which case plaintiffs might sue as tenants in common. He could prove by Mr. A. Eyton that the mine was held in different proportions, as well as the vessel. There was no deed to that effect. His Honour observed that that evidence might be accepted with regard to the mine, but not to the vessel, as he was bound to refer to the register of the latter for proof of ownership.

Mr. A. Eyton re-examined: He said the earnings of the vessels were part and parcel of the concern, and went to the general partnership account, whether it was coal or anything else, such as back freights. By Mr. Williams I have seen the accounts and division of the property. I cannot remember what proportion Mr. E. Eyton had. There has been no meeting since his death, although the accounts are squared up.

Mr. Williams addressed the jury, and called the defendant who stated that his brother was master of the vessel Caroline. He was taken ill in the beginning of 1850, and he (the witness) took a cargo of coals from Flint to Holyhead. His

brother asked him to go for a few months till he recovered, and he should have £3 3s. per month. He was at that time a miner not a seaman. It was at Llandudno that he had had the conversation with his brother. He had told Mr. Eyton that his brother was anxious to join the vessel as soon as he should recover. He had paid part of the freight to his brother, the remainder went to the sailors and for victuals for the vessel. He also paid port dues and pilotage. He had received no money whatever from his brother as wages. He had sailed the vessel for 3 months and 18 days,

Witness's account-book [or rather a copy of it] was produced, showing what he had paid on account of the Caroline. Bills of lading were also produced, which the defendant had signed, describing himself as master of the vessel

Examined by Mr. Eyton.—I was my brother's servant all the time I was in the vessel, and the money I paid to the Messrs. Eyton was received from him for that purpose. I expected to get my wages when my brother got well, but he died, and left the vessel.

His honour summed up the evidence with great care observing, that the point for the consideration of the jury was, whether the defendant was actually at the period in question his brother's servant as he himself asserted, or the regular captain contended by the plaintiff. Should the verdict be for the latter, the sum charged for interest must be struck out, and they would then only be entitled to half the residue, as per agreement.

Verdict for the plaintiff.

The North Wales Chronicle and Advertiser for the Principality 11th March 1853

THE LATE STORM.

FLINT. A fearful inundation which caused serious damage to property took place here during the severe storm of last Saturday week. It appears that a tract of land on the banks of the river Dee, which at this point is five miles wide has been enclosed by means of an embankment, which protects some extensive manufactories, shipbuilding yards, and yards, and surrounding houses from the water. The high tide on Saturday was considerably increased by a perfect hurricane from the north, and at about noon it broke through the embankment, and in consequence an immense body of water rushed with irresistible force. Several vessels lying at the shipping stage, belonging to .Messrs. Eyton and Co., of the Flint Collieries, suffered severely, one breaking loose and dashing

completely through an adjoining pile stage of Messrs. Ormiston's, which projected into the river. A sloop, the Ellen Glynn, of Carnarvon, dragged her anchor for a mile up the river, and then heeled on her beam ends on a rock. She had two hands on board, who remained in the most imminent peril for some hours, until the tide receded, as there was no lifeboat to take to their assistance. They had clung, with remarkable perseverance, to the rigging on the upper side, and owing to their long exposure to the fury of both winds and waters, were almost starved when they were rescued. This vessel is a wreck, her cabin having been completely gutted, including the ceilings.

7.0 Analysis

Some of the reports of the loss of the Edwin give the master's name as Burrow and I saw them first and searched without success for Edwin in 1840. I then tried Edwin Mostyn as the vessel was based there and found the vessel with the master's name correctly spelled Barrow.

The crew of the Edwin appear to be local to Barmouth, the report in the North Wales chronicle names the captain, mate, pilot and the village near Barmouth where the surviving crew man lived. It also relates the sorrow in the town from the many relatives and friends in the town, and that only the three named were married with families.

The approach to Barmouth is entering inside the three sides of a box formed by the causeway, the land with Barn Bych stretching out to sea ward and the entrance to Barmouth. It is a position to anchor in settled weather but not in any strong wind, and this explains the Edwin attempting to stand out to sea until the next tide to enter the harbour after the weather moderated. The sudden change in wind direction and the gale force winds as a weather front passed, left the Edwin with no room to escape except onto the beach to save the lives of the crew and passenger.

The Database has two records for Edwin one based on the reports that she was driven ashore and the other relates to the vessel striking a bank off the shore where she was beyond assistance from the shore in the prevailing weather. The Edwin failed to reach the shore and her crew took to the rigging but succumbed to the elements before assistance arrived, except one. There is no evidence that two schooners called Edwin wrecked on the same day at Barmouth, just two versions of the same event.

The way Edwin wrecked is the reason the Lifesaving rocket apparatus was later developed and deployed all around the UK and Ireland. If it had been available, its likely all of the crew of the Edwin would have survived. There was a lifeboat at Barmouth but it was unable to reach Edwin in the turbulent seas.

The storm that caused the loss of the Edwin was reported as being associated with the lowest barometer reading for thirty years. The loss of vessels and lives was certainly widespread, with 73 fishermen being lost from Newcastle and Annalong on the east coast of Northern Ireland being commemorated with a plaque to this day. The database records nine vessels lost on 13th and 14th January 1843 including the Edwin and this is only for a small area.

Robert Eyton who is reported on the Coflein website as the builder of Edwin was in partnership with his three brothers recorded as part owners of the Edwin. They

only seemed to build vessels for their own use, moving coal or ore from their mining interests. The bulk of the coal went by railway which was connected to the pits, but for places like Dublin/Kingstown sailing vessels were required and Barmouth and Aberdovey in the 1840's. They also built a paddle steam with engines of their own design which they ran scheduled services from Rhyl to Liverpool. The extent of their holdings in property and vessels can be seen from the auction in 1849 of the property of Robert Eyton after his death. The way they operated is shown by the case in February 1853 when they sued a former master of the schooner Caroline owned by them who failed to pay them their half share of the freight profit after the deduction of wages and expenses. The brother James Eyton was also an Attorney in law who represented them in court as well as taking legal action against anyone who inconvenienced or delayed him. Adam Eyton seemed to oversee the administration and act as traveller for the partnership, but was not listed as holding shares in Edwin.

The reported case of the master of the Taliesin who failed to notify the receiver of wrecks on recovering the derelict vessel Dasher illustrates Victorian values. He seem to take all the correct honest actions but was still fined £100 and on default of payment the maximum 6 months imprisonment with one of the magistrates a vicar seems unjust and lacking compassion for his circumstances.

The BNA produced the majority of the reports for Edwin with the WNL producing the remainder and most of the information about the Eyton brothers business dealings.

8.0 Conclusions & Recommendations

I have spent about 30 hours on this project with 95% of that time being spent on line. The names Edwin, and Barrow produced thousands of possible matches and limiting myself to matches where both occurred excludes the ports like Dublin which often fail to include the master's name.

The number of crew on the Edwin is given as 18,13 and 5 in different newspaper and other reports. A schooner of less than 70 feet only requires a crew of about five to handle her and where 18 or 13 men would be accommodated on a vessel of this size carrying cargo is difficult to understand. There was a pilot taken on board and the Shipping and Mercantile Gazette reports one passenger making 7 persons on board, with one survivor.

There is no wreck site for Edwin but it may uncover on the lowest spring tides but only the chain was recorded in the newspapers as uncovered in 1934 on a particularly low tide. The identification of the chain was based on stories passed from father to son rather than from any investigation.

The project has answered my original questions except in relation the crew and the master of whom little is known.

The Edwin was in use for a short time of less than three years and although her loss was tragic she alone does not warrant a further publication. The story of the Storm with the numerous ships lost, driven ashore and the many lives lost may be a different matter, it lacks a name since no one single tragic event occurred like the Royal Charter storm.

9.0 References

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
RNLI	Royal National Lifeboat Institution
WNL	Welsh Newspapers on Line
w/e	Week ending

Appendices:

Appendix A – The Timeline for the *Edwin*

1840

August 10 1840 Mostyn sailed Edwin, Barrow for Kingstown

August 15 1840 Mostyn arrived Edwin, Barrow from Mostyn

August 15 1840 Mostyn sailed Edwin, Barrow for Kingstown

w/e August 24 1840 Mostyn arrived Edwin, Barrow from Kingstown

September 30 1840 New Ross sailed Edwin, Barrow for Waterford

October 4 1840 Waterford Passage sailed Edwin, Barrow for Chester - ballast

October 24 1840 Dublin arrived Edwin, Barrow from Chester

w/e November 9 1840 Mostyn arrived Edwin, Barrow from Dublin

November 16 1840 Mostyn sailed Edwin, Barrow for Dublin

w/e December 14 1840 Mostyn arrived Edwin, Barrow from Dublin

w/e December 29 1840 Mostyn sailed Edwin, Barrow for Dublin

1841

w/e January 2 1841 Dublin arrived Edwin, from Chester

w/e January 9 1841 Dublin arrived Edwin, Barrow from Chester

w/e January 23 1841 Dublin arrived Edwin, Barrow from Chester

January 25 1841 Mostyn arrived Edwin, Barrow from Dublin

January 30 1841 Dublin arrived Edwin, Barrow from Chester

w/e February 1 1841 Mostyn sailed Edwin, Barrow for Dublin

w/e March 1 1841 Mostyn sailed Edwin, Barrow for Dublin

w/e March 13 1841 Dublin arrived Edwin, from Chester

w/e April 10 1841 Dublin arrived Edwin, from Chester

w/e April 26 1841 Mostyn arrived Edwin, Barrow from Aberdovey

May 3 1841 Mostyn sailed Edwin, Barrow for Aberdovey

w/e September 6 1841 Mostyn arrived Edwin, Barrow from Barmouth

w/e September 13 1841 Mostyn sailed Edwin, Barrow for Dublin

October 4 1841 Mostyn arrived Edwin, Barrow from Dublin

w/e November 15 1841 Mostyn arrived Edwin, Barrow from Barmouth

w/e December 20 1841 Mostyn arrived Edwin, Barrow from Barmouth

1842

w/e February 5 1842 Dublin arrived Edwin, from Chester

February 10 1842 Mostyn arrived Edwin, Barrow from Barmouth

w/e February 19 1842 Dublin arrived Edwin, from Chester

w/e February 26 1842 Dublin arrived Edwin, from Chester

May 26 1842 Mostyn arrived Edwin, Barrow from Barmouth

July 21 1842 Mostyn arrived Edwin, Barrow from Dublin

July 27 1842 Mostyn sailed Edwin, Barrow for Dublin

October 6 1842 Mostyn arrived Edwin, Barrow from Dublin

November 3 1842 Mostyn sailed Edwin, Barrow for Yarmouth

1843

January 13 1843 Barmouth driven ashore & wrecked Edwin, Barrow from Mostyn

Appendix B Locations of Ports

Kingstown now Dún Laoghaire. The town was built following the 1816 legislation that allowed the building of a major port to serve Dublin. It was known as Dunleary until it was renamed Kingstown in honour of King George IV's 1821 visit, and in 1920 was given its present name, the original Irish form of Dunleary

Mostyn is a village in Flintshire, Wales, lying on the estuary of the River Dee, located near the town of Holywell.



- Mostyn,
 → Barmouth
 → Aberdovey
 → Kingstown
- Dublin

