



**Welsh Wreck Web Research Project
(North Cardigan Wales Bay)
On-line research into the Rescue of Crew
of:
Eliza Bell (Schooner)**



2 Masted Schooner

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

Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Wales Bay)
On-line research into the Rescue of Crew of:
*Eliza Bell (Schooner)***

Compiled by:

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

On behalf of:

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

Managed by:

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

Date:

Jan 2022

Report Ref:

Leave blank

1.0 Abstract

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

This project is to discover information relating to the history of the schooner Eliza Bell, (MADU Ref#312), built and launched at Londonderry N. Ireland in 1854.

The Eliza Bell was a coastal schooner sailing predominately between Ireland, N. Ireland, Wales, N.W. England and West Scotland. Cargoes carried included raw materials, processed materials and foods.

On Apr 29th 1886, the Eliza Bell was caught in a severe storm at Abersoch Bay Wales. The crew was rescued by the Abersoch Lifeboat Mabel Louisa and the Eliza Bell rode out the storm. The Eliza Bell continued sailing until 1893, when on Nov 16th she ran ashore and sank in Barncorkrie Bay, Mull of Galloway Scotland during a severe storm. Three people onboard including the master's wife were drowned.

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

2.0 Index	Page No.
1.0 Abstract	3
2.0 Index	4
2.1 Table of Contents	4
2.2 List of Tables	4
2.3 List of Figures	4
2.4 Contributors	4
2.5 Abbreviations	4
2.6 Appendices	5
3.0 Introduction	6
4.0 Background	7
5.0 Research Methodology	8
6.0 Results	9
7.0 Analysis	10
8.0 Conclusions & Recommendations	18
9.0 References	19
9.1 Online WebPages	19
9.2 Personal Correspondences	19
9.3 Publications	19
2.2 List of Tables	
Table 1. Extract from MADU Master Wrecksite Database	7
Table 2. Eliza Bell (Schooner) Specification and History	9
2.3 List of Figures	
Front Page. 2 Masted Schooner	1
Fig 2. Location of Eliza Bell, Apr 29 1886	7
2.4 Contributors	
Ian Cundy MADU Archaeological Diving Unit, Nautical Archaeology Society (Regional co-ordinator for Wales)	
2.5 Abbreviations	
MADU Malvern Archaeological Diving Unit	
MNL Mercantile Navy List	
LR Lloyds' Registry	

2.6 Appendices

Appendix A:	Assault by Captain, Aug 1854 -----	20
Appendix B:	Newspaper Report on Eliza Bell, Jul 1855 -----	21
Appendix C:	Mercantile Navy List 1857, Eliza Bell Londonderry -----	21
Appendix D:	Damaged in Collision at Workington, Nov 1857 -----	21
Appendix E:	Theft of Property, Dec 1858 -----	22
Appendix F:	Recovery of Body at Londonderry, May 1860 -----	22
Appendix G:	Sale of Eliza Bell, Feb 1861 -----	23
Appendix H:	Mercantile Navy List 1862, Eliza Bell Beaumaris -----	23
Appendix I:	Court Case for Wage Dispute, Mar 1863 -----	23
Appendix J:	Crew Rescued by Abersoch Lifeboat, April 1886 -----	24
Appendix K:	Article on former Captain of Eliza Bell, Jun 1887 -----	24
Appendix L:	Grounded at Caernarfon, Aug 1887 -----	24
Appendix M:	Rescued off South Stack Anglesey, Sep 1891 -----	25
Appendix N:	Collided in Mersey, Jan 1892 -----	26
Appendix O:	Collided in Mersey, Dec 1892 -----	26
Appendix P:	Sunk at Barncorkerie Bay, Mull of Galloway, Nov 1893 -----	27

3.0 Introduction

The schooner Eliza Bell was chosen as:

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

The following topics form the basis of the research:

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

4.0 Background

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

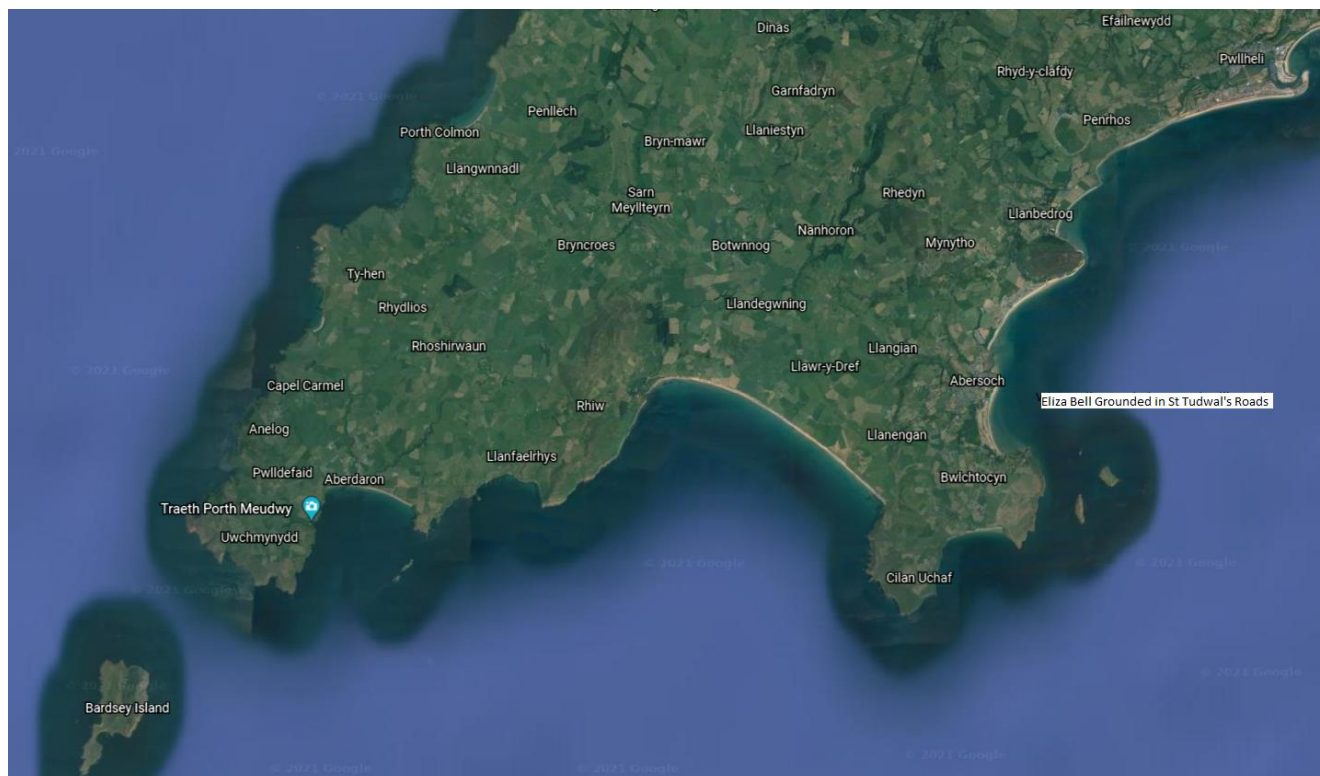
Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
312	29/04/1896*	Eliza Bell	Caernarfonshire	St Tudwal's Road	aground on rocks / abandoned	Schooner	wood	rc, iwj

* From research the date should be 29/04/1886

On Apr 29th 1886, the Eliza Bell was caught in a severe storm at Abersoch Bay Wales. The crew was rescued by the Abersoch Lifeboat Mabel Louisa and the Eliza Bell rode out the storm. The Eliza Bell continued sailing until 1893, when on Nov 16th she ran ashore and sank in Barncorkrie Bay, Mull of Galloway Scotland during a severe storm. Three people onboard including the master's wife were drowned.

Fig 2: Location of Eliza Bell, Apr 29th 1886



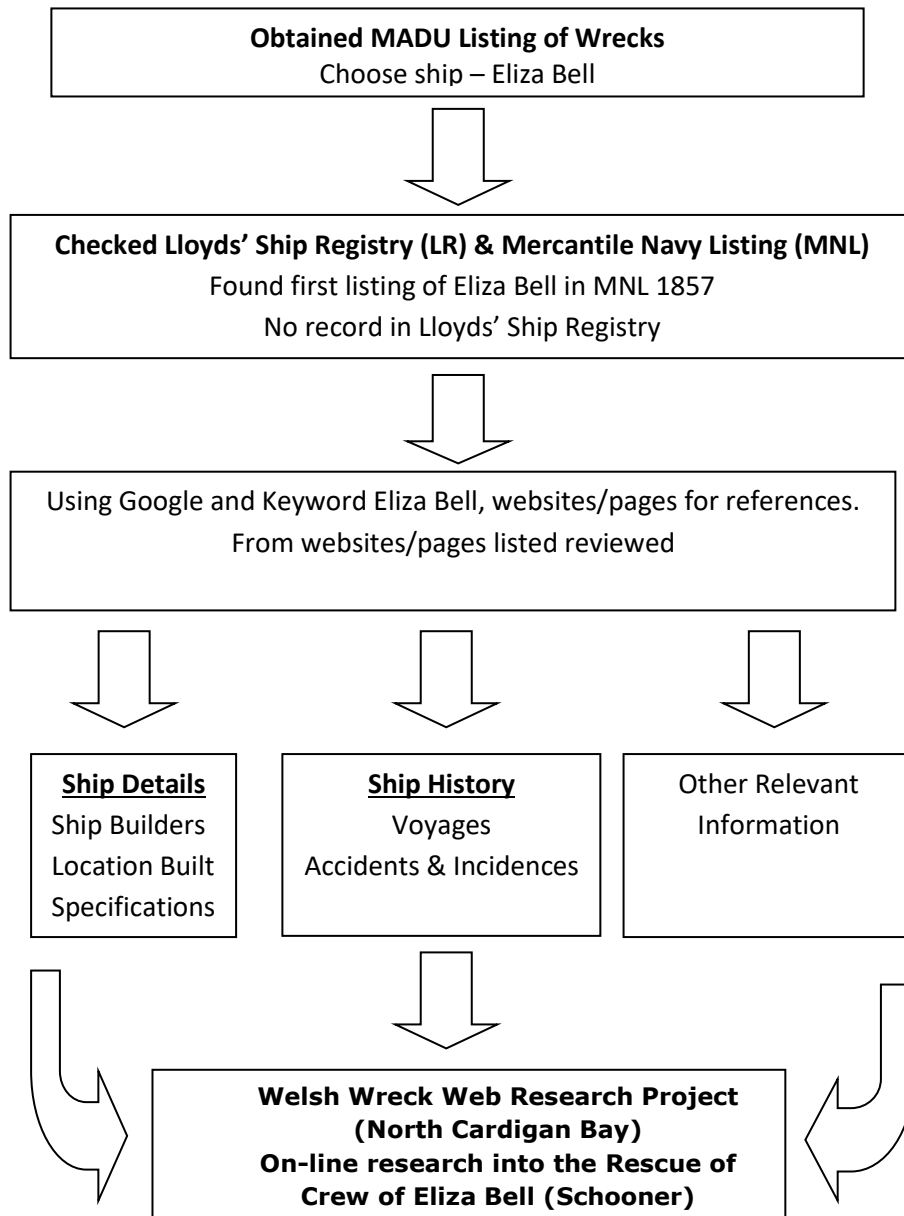
5.0 Research Methodology

Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.
Windows 10Pro
Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: Eliza Bell (Schooner) Specification and History

Vessel	Name/s	Eliza Bell
	Type	Sailing Ship – Schooner
		General cargo
Built	Date	Launched: 1854
		Delivered: May 1854
	Builder	N/A
		Broharris, Londonderry N. Ireland
Construction	Materials	Wood
	Decks	1
	Bulkheads	N/A
Propulsion	Type	Sail
	Details	2 masts
Dimensions	Length	N/A
	Beam	N/A
	Draught	N/A
Tonnage	Gross	N/A
	Net	55 nrt
Owners	1854	J. Ramsey, Londonderry
	1865	E. Reynolds, Holyhead
	1870	W. Evans, Holyhead
	1876	J. Edwards, Amlwch
	1885	Mrs M. Edwards, Amlwch
Registry	Port	1854: Londonderry; 1862: Beaumaris
	Flag	GBR
	Number	3294
	Code	N/A
History	Routes	Ireland, N. Ireland, Wales, N.W. England and West Scotland
	Cargo	Raw materials, refined materials, grains, foods.
Crew Rescued	Date	29/04/1886
	From	N/A
	To	N/A
	Captain	N/A
	Crew	5 including captain
	Cargo	N/A
	Location	St Tudwal's Roads, Abersoch Bay, Wales
	Cause	Weather
	Loss of life	0
	Outcome	Crew rescued by Abersoch lifeboat Mabel Louisa
Sunk	Date	16/11/1893
	From	Point of Ayr, Wales
	To	Douglas I.O.M.
	Captain	Griffiths
	Crew	1 crew and 1 passenger
	Cargo	N/A
	Location	6 miles NW of Mull of Galloway in Barncorkrie Bay, Scotland
	Cause	Weather
	Loss of life	3
	Outcome	Driven ashore and wrecked

7.0 Analysis

- The Eliza Bell was built and launched at Broharris, Londonderry N. Ireland in 1854 for J. Ramsey of Londonderry. The Eliza Bell was registered at Londonderry (Appendix C).
- The Eliza Bell was a coastal schooner sailing predominately between Ireland, N. Ireland Wales, N.W. England and West Scotland. Cargoes carried included raw materials, processed materials and foods.
- In Feb 1861, the Eliza Bell was put up for sale and bought by E. Reynolds of Holyhead who registered the Eliza Bell at Beaumaris Anglesey.
- The Eliza Bell was involved in a number of incidences (see Appendices).
- On Apr 19th 1886, the Eliza Bell was caught in a severe storm at Abersoch Bay Wales. The crew were taken off and the Eliza Bell by the Abersoch Lifeboat Mabel Louisa. The Eliza Bell rode out the storm.
- On Nov 29th 1893 while sailing for Douglas I.O.M from Point of Ayr Wales, the Eliza Bell ran ashore and sank in Barncorkrie Bay, Galloway Scotland during a severe storm. Three people onboard including the master's wife were drowned (Appendix X).

From newspaper articles the Eliza Bell was recorded:

1854

Jun 20: Sailed Londonderry N. Ireland for Bruckless Ireland, cargo sundries (Ramsey).
 Aug 04: Captain Ramsey arrested for assault in Liverpool (Appendix A).
 Aug 07: Sailed Liverpool for Londonderry N. Ireland (Ramsey).
 Sep 03: Arrived Workington Cumbria from Londonderry N. Ireland (Ramsey).
 Sep 10: Arrived Londonderry N. Ireland from Workington Cumbria (Ramsey).
 Oct 12: Sailed Londonderry N. Ireland for Preston Lancashire (Ramsey).

1855

Apr 24: Arrived Londonderry N. Ireland from coast, cargo coal (Ramsey).
 Jun 08: Sailed Preston Lancashire for Londonderry N. Ireland, cargo coal (Ramsey).
 Jun 17: Arrived Whitehaven Cumbria from Belfast (Ramsey).
 Jun 18: Sailed Whitehaven Cumbria for Londonderry N. Ireland, cargo coal (Ramsey).
 Jul 01: Sailed Whitehaven Cumbria for Londonderry N. Ireland, cargo coal (Ramsey).
 Jul 11: Arrived Workington Cumbria from Londonderry N. Ireland (Ramsey).
 Jul 21: Arrived Ardrossan Scotland from Londonderry N. Ireland (Ramsey).
 Jul 25: Sailed Ardrossan Scotland for Fleetwood Lancashire (Appendix B).
 Sep 05: Arrived Whitehaven Cumbria from Londonderry N. Ireland (Ramsey).
 Oct 19: Arrived Preston Lancashire from Londonderry N. Ireland, cargo grain (Ramsey).
 Nov 03: Sailed Preston Lancashire for Portrush N. Ireland, cargo coal.
 Dec 15: Sailed Fleetwood Lancashire for Londonderry N. Ireland, cargo coal.

1856

Jun 18: Arrived Portrush N. Ireland from Maryport Cumbria, cargo coal.
 Jul 13: Sailed Portrush N. Ireland for Teagen, ballast.

1857

Mar 06: Put in at Loch Indaal Islay Scotland sailing Belfast for Sligo Ireland.
 Apr 01: Sailed Sligo Ireland for Ballina Ireland, ballast.
 Apr 16: Arrived Bristol from Londonderry N. Ireland, cargo 54 tons potatoes.
 May 14: Arrived Londonderry N. Ireland from Cardiff, cargo coal (Pollack).
 Jun 05: Arrived Bristol from Londonderry N. Ireland, 75 tons potatoes (Ramsey).
 Jul 27: Arrived Workington Cumbria from Londonderry N. Ireland (Pollock).
 Nov 02: Run into by the Lion of Strangford and sank at Workington Cumbria. Successfully refloated (Appendix D).

1858

Feb 17: Sailed Glasgow for Londonderry N. Ireland (Cameron).
 Mar 03: Arrived Londonderry N. Ireland from Glasgow, cargo coals (Cameron).
 Apr 29: Arrived Glasgow from Londonderry N. Ireland (Ramsey).
 May 08: Sailed Glasgow for Londonderry N. Ireland, cargo sundries (Ramsey).
 Aug 25: Arrived Caernarfon Wales from Londonderry N. Ireland (Ramsey).
 Sep 04: Sailed Caernarfon Wales for Londonderry N. Ireland (Ramsey).
 Dec 11: Theft onboard at Londonderry N. Ireland (Appendix E).

1859

Feb 09: Arrived Lancaster Lancashire from Londonderry N. Ireland, cargo oatmeal.
 Feb 19: Sailed Fleetwood Lancashire for Belfast via Maryport Cumbria, cargo coal.
 Feb 27: put in at Kirkcudbright Scotland for weather.
 Jun 20: Arrived Workington Cumbria from Kirkcudbright Scotland (Moore).

1860

Feb 17: Arrived Bristol from Londonderry N. Ireland, cargo 80 tons potatoes.
 Feb 29: Sailed Bristol for Cardiff (Hill).
 Mar 16: Sailed Cardiff for Londonderry N. Ireland.
 May 26: Recovered a body from the river at Londonderry N. Ireland (Appendix F).
 Jul 17: Arrived Fleetwood Lancashire from Londonderry N. Ireland, light (Ramsey).
 Jul 21: Sailed Fleetwood Lancashire for Londonderry N. Ireland, cargo coal (Ramsey).
 Aug 24: Sailed Workington Cumbria for Londonderry N. Ireland (Bird).
 Oct 11: Arrived Maryport Cumbria from Londonderry N. Ireland (Porter).
 Oct 27: Sailed Maryport Cumbria for Belfast (Porter).
 Nov 21: Put in at Campbeltown Scotland sailing Londonderry N. Ireland for Workington Cumbria (Kerr).
 Dec 12: Arrived Workington Cumbria from Londonderry N. Ireland (Kerr).

1861

Feb 28: For sale auction at Londonderry N. Ireland (Appendix G).
 Mar 14: Towed in to Holyhead Anglesey sailing Londonderry N. Ireland for Killough N. Ireland due to lost foremast and jibboom (M'Murray).
 Jun 13: Ran aground at Constitution Bay sailing to Holyhead Anglesey, cargo coals. Taken in to Castleton Harbour making much water.
 Aug 25: Arrived Whitehaven Cumbria from Drogheda Ireland (Jones).
 Sep 16: Sailed Whitehaven Cumbria for Garston/Liverpool (Jones).

1862

Jan: Registered at Beaumaris Wales (Appendix H).
 May 15: Arrived Dublin from Liverpool.
 Jun 05: Arrived Liverpool from Dublin (Jones).
 Oct 02: Arrived Caernarfon Wales from Holyhead Anglesey (Jones).
 Oct 31: Sailed Penrhyn/Bangor Wales, cargo slates (Jones).

1863

Mar 21: Court case at Pwllheli Wales (Appendix I).
 Oct 17: Arrived Holyhead Anglesey from Liverpool (Jones).
 Dec 05: Arrived Penrhyn/Bangor Wales (Jones).

1864

Feb 11: Arrived Dublin from Bangor Wales.
 Feb 26: Arrived Bangor Wales via Holyhead Anglesey (Jones).
 May 01: Arrived Bristol from Bangor Wales, cargo slates.
 May 13: Sailed Bristol for Britonferry Wales.
 Jun 09: Arrived Port Dinorwic Wales from Neath/Britonferry Wales (Jones).
 June 25: Arrived Penrhyn/Bangor Wales (Jones).
 Dec 20: Arrived Dublin from Bangor Wales.

1865

- Feb 09: Put in at Waterford Ireland from Cork Ireland for Pwllheli Wales (Williams).
 Feb 14: Sailed Waterford Ireland for Pwllheli Wales (Williams).
 Feb 14: put back due to weather.
 Mar 07: Arrived Porthdinllaen Wales from Pwllheli Wales, sailed for Liverpool (Williams).
 Mar 18: Arrived Anglesey from Liverpool (Williams).
 Apr 08: Arrived Penrhyn/Bangor Wales (Williams).
 May 16: Arrived Glasgow from Bangor Wales (Williams).
 Aug 04: Sailed Bridgwater Somerset for Liverpool (Williams).
 Sep 09: Arrived Penrhyn/Bangor Wales.
 Oct 24: Arrived Wexford Ireland from Bangor Wales (Williams).
 Oct 30: Sailed Wexford Ireland for Bangor Wales, ballast (Williams).
 Nov 10: Sailed Kingstown/Dublin Ireland for Newry N. Ireland, cargo coal.
 Nov 17: Sailed Newry N. Ireland for Bangor Wales (Williams).
 Dec 01: Arrived Penrhyn/Bangor Wales (Williams).
 Dec 22: Sailed Penrhyn/Bangor Wales, cargo slates (Williams).
 Dec 28: Put in at Holyhead Anglesey from Bangor Wales for Maldon Essex.

1866

- Mar 13: Arrived Penzance Cornwall from Maldon Essex (Williams).
 Apr 21: Sailed Liverpool for Bray Ireland (Williams).
 Sep 25: Arrived Dublin from Runcorn Cheshire.

1867

- Jan 25: Arrived Penrhyn/Bangor Wales (Williams).
 Feb 28: Arrived Portrush N. Ireland from Bangor Wales (Williams).
 May 18: Arrived Newry N. Ireland from Bangor Wales, cargo slates.
 Jun 02: Put in at Holyhead Anglesey from Bangor Wales for Wexford Ireland.
 Jun 15: Arrived Wexford Ireland from Bangor Wales.
 Jul 04: Arrived Barrow Cumbria from Wexford Ireland (Williams).
 Jul 05: Sailed Barrow Cumbria for Saundersfoot Wales (Williams).
 Jul 11: put in at Holyhead Anglesey.
 Aug 06: Sailed Saundersfoot Wales for Drogheda Ireland (Williams).
 Aug 16-23: Sailed Drogheda Ireland for Penrhyn/Bangor Wales (Williams).
 Sep 24: Sailed Wexford Ireland for Llanelli Wales, ballast (Williams).
 Dec 30: Arrived Belfast from Bangor Wales, cargo slates.

1868

- Mar 22: Arrived Wexford Ireland from Bandon Ireland, cargo slates (Williams).
 Mar 29: Sailed Wexford Ireland for Port Talbot Wales (Williams).
 Nov 14: Arrived Belfast from Bangor Wales.
 Nov 29: Arrived Ayr Scotland from Belfast (Williams).

1869

- Jan 02: Arrived Holyhead Anglesey (Williams).
 Jun 05: Sailed Holyhead Anglesey for Donegal Ireland (Williams).
 Oct 08: Sailed Holyhead Anglesey for Bangor Wales (Roberts).

1870

- Feb 01-06: Sailed Liverpool for Holyhead Anglesey (Roberts).

1871

- Jul 01-07: Arrived Holyhead Anglesey from Mostyn Wales for Port Talbot Wales.
 Jul 14: Sailed Port Talbot Wales for Dublin (Williams).
 Jul 22: Arrived Belfast from Dublin.
 Aug 01: Arrived Duddon Cumbria from Belfast (Williams).
 Aug 28: Sailed Britonferry Wales for Warrenpoint N. Ireland (Williams).
 Sep 12: Sailed Newry N. Ireland for Duddon Cumbria (Williams).

Sep 14: Arrived Holyhead Anglesey for Runcorn Cheshire (Williams).
 Oct 11: Arrived Cemaes Wales from Woodend (Williams).
 Oct 23: Sailed Cemaes Wales for Amlwch Anglesey (Williams).
 Nov 15: Arrived Lancaster Lancashire from Amlwch Anglesey (Roberts).
 Nov 19: Arrived Duddon Cumbria from Lancaster Lancashire (Williams).

1872

Feb 03: Sailed Dublin for Mostyn Wales.
 Apr 27: Arrived Glasgow from Drumore Scotland (Williams).
 May 23: Arrived Duddon Cumbria from Belfast.
 Jun 13: Arrived Amlwch Anglesey from Queensferry Wales (Williams).
 Jul 06: Sailed Amlwch Anglesey (Williams).
 Aug 11: Arrived Duddon Cumbria from Amlwch Anglesey (Williams).
 Aug 20: Sailed Duddon Cumbria for Mostyn Wales (Williams).
 Oct 05: Put in at Beaumaris Anglesey for Dublin (Williams).
 Oct 16: Arrived Dublin from Mostyn Wales.
 Dec 13: Sailed Penrhyn/Bangor Wales for Chester Cheshire (Williams).

1873

Feb 16: Arrived Amlwch Anglesey from Dublin (Williams).
 Apr 02: Sailed Lancaster Lancashire for Duddon Cumbria (Williams).
 Apr 04: Sailed Duddon Cumbria for Mostyn Wales (Williams).
 May 02: Sailed Swansea Wales for Pembrey Wales (Williams).
 Jun 27: Sailed Amlwch Anglesey for Dulas Anglesey (Williams).
 Jul 23: Arrived Garston/Liverpool from Amlwch Anglesey.
 Aug 01: Sailed Liverpool for Belfast.
 Aug 16: Arrived Belfast from Garston/Liverpool, cargo coal (Williams).
 Sep 15-23: Sailed Whitehaven Cumbria for Dublin (Williams).
 Dec 06: Sailed Penrhyn/Bangor Wales for Dublin (Williams).

1874

Apr 12: Arrived Duddon Cumbria from Chester Cheshire (Williams).
 Apr 20: Sailed Duddon Cumbria for Mostyn Wales (Williams).
 May 23: Arrived Holyhead Anglesey from Mostyn Wales ((Williams).
 Jul 19: Arrived Douglas I.O.M. from Runcorn Cheshire (Williams).
 Jul 14: arr Liverpool.
 Jul 30: Arrived Duddon Cumbria from Douglas I.O.M. (Williams).
 Sep 01: Arrived Garston/Liverpool (Williams).
 Dec 16: Sailed Liverpool for Amlwch Anglesey.

1875

Feb 13: Sailed Holyhead Anglesey for Amlwch Anglesey.
 Mar 12: Arrived Amlwch Anglesey from Holyhead Anglesey (Price).
 Jul 14: Arrived Duddon Cumbria from Amlwch Anglesey (Price).
 Jul 17: Sailed Duddon Cumbria for Garston/Liverpool (Price).
 Aug 27: Sailed Garston/Liverpool for Bray Ireland (Price).
 Aug 31: wind bound at Amlwch Anglesey.
 Sep 20: Arrived Holyhead Anglesey from Llanelhaiarn Wales for Runcorn Cheshire.
 Oct 07: Sailed Runcorn Cheshire for Garston/Liverpool.

1876

Apr 03: Arrived Drogheda Ireland from Bangor Wales, cargo slates.
 Apr 02: arr/dep Holyhead Anglesey (Price).
 Apr 10: Arrived Llanelhaiarn Wales from Drogheda Ireland.
 Jun 19: Arrived Llanelhaiarn Wales from Dublin.
 Oct 25: Sailed Liverpool for Kingstown/Dublin Ireland (Price).
 Nov 23: Arrived Holyhead Anglesey from Runcorn Cheshire for Bullock Ireland.
 Dec 14: Arrived Amlwch Anglesey from Dublin (Price).

1877

Feb 28: Arrived Duddon Cumbria from Dalbeattie Scotland (Price).
 Mar 01-04: Sailed Duddon Cumbria for Saltney Wales (Price).
 Mar 21: Arrived Amlwch Anglesey from Mostyn Wales (Price).
 Mar 28: Arrived Bangor Wales from Amlwch Anglesey.
 Apr 14: Sailed Penrhyn/Bangor Wales for Annan Scotland (Price).
 Apr 19: Arrived Duddon Cumbria from Annan Scotland (Price).
 May 31: Sailed Liverpool for Llanelhaiarn Wales via Holyhead Anglesey (Price).
 Jun 27: Arrived Liverpool from Caernarfon Wales (Price).
 Jun 29: Sailed Liverpool for Nefyn Wales.
 Jul 05: Sailed Liverpool for Newry N. Ireland.
 Jul 09: Arrived Holyhead Anglesey for Runcorn Cheshire.
 Aug 16: Arrived Portrush N. Ireland from Preston Lancashire (Price).
 Oct 04-08: Sailed Bangor Wales for Cork Ireland, cargo slates.
 Oct 12-18: Sailed Cork Ireland for Llanelhaiarn Wales (Price).
 Oct 29: Arrived Llanelhaiarn Wales from Nefyn Wales.
 Dec 12: Arrived Llanelhaiarn Wales from Dublin (Price).
 Dec 29: Sailed Garston/Liverpool for Malahide Ireland (Price).

1878

Feb 02: Sailed Amlwch Anglesey for Dalbeattie Scotland (Price).
 Feb 28: Sailed Liverpool for Mostyn Wales (Price).
 Mar 12: Arrived Amlwch Anglesey from Mostyn Wales.
 Apr 04-15: Sailed Amlwch Anglesey - Garston/Liverpool - Amlwch Anglesey (Price).
 Jun 07: Arrived Dublin from Liverpool.
 Jul 16: Arrived Holyhead Anglesey from Garston/Liverpool.
 Sep 03: Arrived Bangor Wales from Kingstown/Dublin Ireland.
 Sep 04: Sailed Bangor Wales for Port Dinorwic Wales (Price).
 Sep 11: Sailed Duddon Cumbria for Connah's Quay Wales (Price).
 Oct 08: Sailed Liverpool for Garston/Liverpool.
 Oct 22: Arrived Amlwch Anglesey from Holyhead Anglesey (Price).

1879

Jan 15: Sailed Amlwch Anglesey for Dalbeattie Scotland (Price).
 Feb 13: Arrived Dalbeattie Scotland from Dublin, cargo granite setts (Price).
 Feb 25: Arrived Dublin from Dumfries Scotland.
 May 01: Arrived Liverpool from Beaumaris Anglesey (Price).
 May 13: Sailed Garston/Liverpool for Rostrevor N. Ireland (Price).
 May 29-30: Sailed Duddon Cumbria for Liverpool (Price).
 Jun 14: Sailed Garston/Liverpool/Liverpool for Warrenpoint N. Ireland.
 Jun 23: Sailed Newry N. Ireland for Liverpool (Price).
 Jul 21: Sailed Liverpool for Port Ballyraine Ireland.
 Aug 23: Arrived Barrow Cumbria from Red Bay N. Ireland (Price).
 Sep 26: Sailed Liverpool for Bray Ireland.
 Nov 20: Arrived Runcorn Cheshire from Nefyn Wales.
 Dec 14: Arrived Liverpool from Llanelhaiarn Wales (Price).

1880

Jan 10: Arrived Newry N. Ireland from Liverpool, cargo coal (Price).
 Jan 17: Sailed Newry N. Ireland for Caernarfon Wales, ballast (Beaumaris, Price).
 Feb 22: Arrived Liverpool from Garston/Liverpool for Holywood N. Ireland (Price).
 Mar 11: Arrived Belfast from Garston/Liverpool.
 May 08: Arrived Duddon Cumbria from Ellesmere Cheshire (Price).
 May 20: Sailed Duddon Cumbria for Ditton Brook Cheshire.
 Aug 12-20: Sailed Liverpool from Coleraine N. Ireland, cargo coal.
 Sep 05: Arrived Barrow Cumbria from Belfast, cargo iron ore (Price).
 Sep 07: Sailed Barrow Cumbria for Ellesmere Cheshire, cargo pig iron (Price).
 Sep 27: Sailed Liverpool for Coleraine N. Ireland.

Oct 26: Sailed Liverpool for Coleraine N. Ireland.
 Nov 22: Arrived Portrush N. Ireland from Maryport Cumbria (Price).

1881

Feb 24: Arrived Amlwch Anglesey from Mostyn Wales (Price).
 Aug 23: Sailed Runcorn Cheshire for Coleraine N. Ireland.
 Sep 23: Sailed Ullverston Cumbria for Ellesmere Cheshire (Price).
 Oct 01: Sailed Liverpool for Aberdaron Wales.

1882

Jan 19: Arrived Llanelhaiarn Wales from Holyhead Anglesey (Price).
 Feb 22: Sailed Llanelhaiarn Wales for Liverpool.
 May 29: Sailed Larne N> Ireland for Liverpool.
 Jun 02: Arrived Duddon Cumbria (Price).
 Sep 07: Sailed Barrow Cumbria for Liverpool, cargo gravel.
 Sep 15-24: Sailed Liverpool for Coleraine N. Ireland, cargo coal.
 Sep 22: dep Larne N. Ireland.
 Oct 07: Arrived Londonderry N. Ireland from Coleraine N. Ireland, ballast.
 Oct 14: Sailed Londonderry N. Ireland for Liverpool, cargo bog ore.
 Nov 16: Arrived Holyhead Anglesey from Garston/Liverpool (Price).
 Dec 25: Arrived Runcorn Cheshire from Holyhead Anglesey.

1883

Jan 05: Sailed Holyhead Anglesey for Runcorn Cheshire (Price).
 Jan 09: Sailed Runcorn Cheshire for Nefyn Wales (Price).
 Mar 16: Arrived Dundalk Ireland from Caernarfon Wales (Price).
 Apr 20-27: Sailed Garston/Liverpool for Coleraine N. Ireland, cargo coal.
 May 10: Sailed Barrow Cumbria for Liverpool, cargo gravel (Price).
 Jun 06: Sailed Garston/Liverpool for Coleraine N. Ireland, cargo coal.
 Jul 04: Arrived Garston/Liverpool from Coleraine N. Ireland (Parry).
 Jun 23: arr Holyhead Anglesey.
 Jul 14: Arrived Coleraine N. Ireland from Garston/Liverpool, cargo coal.
 Jul 25: Arrived Liverpool from Coleraine N. Ireland.
 Aug 07-12: Sailed Liverpool for Coleraine N. Ireland, cargo coal.
 Dec 06: Arrived Mostyn Wales from Preston Lancashire.
 Dec 13: Sailed Mostyn Wales for Amlwch Anglesey, coal.

1884

May 19: Struck Pierhead at Liverpool (Appendix).
 Sep 16: Arrived Dublin from Bangor Wales.

1885

Apr 25: Put in at Holyhead Anglesey sailing Liverpool for Penrhyn Wales.
 May 30: Sailed Amlwch Anglesey for Liverpool (Price).

1886

Jan 30: Arrived Penrhyn/Bangor Wales (Price).
 April 29: 5 crew members picked up by Abersoch lifeboat Mabel Louisa (Appendix J).

1887

June 18: Article called Missionary Crusoes in "Tablet" (Appendix K).
 Jul 27: Arrived Dublin from Liverpool.
 Aug 02: Arrived Amlwch Anglesey from Bray Ireland (Hughes).
 Aug 07: Arrived Caernarfon Wales from Amlwch Anglesey (Hughes).
 Aug 24: Grounded off Caernarfon Wales (Appendix L).
 Sep 16: Arrived Cardiff, light.
 Oct 03: Arrived Caernarfon Wales from Abersoch Wales (Hughes).
 Oct 19: Sailed Caernarfon Wales for St Rollox/Glasgow (Hughes).

Oct 31: Sailed Bowling Scotland for Garston/Liverpool (Hughes).
 Dec 13: Put in at Holyhead Anglesey sailing Garston/Liverpool for Abersoch Wales.

1888

Jan 16: Put in at Holyhead Anglesey for Abersoch Wales.
 Feb 02: Sailed Runcorn Cheshire for Donaghadee N. Ireland (Hughes).
 Mar 24-27: Sailed Llanaelhaearn Wales for New Ross/Waterford Ireland via Amlwch Anglesey.
 Apr 03: Arrived Cardiff from New Ross/Waterford Ireland, light (Hughes).
 Apr 10-19: Sailed Cardiff for Campbelltown Scotland (Hughes).
 May 15: Arrived Dublin from Irvine Scotland.
 Jun 01: Sailed Holyhead Anglesey for Rhiw Wales (Hughes).
 Jun 28: Arrived Point of Ayr Wales from Liverpool (Hughes).
 Jul 07: Arrived Dundalk Ireland from Chester Cheshire (Hughes).
 Jul 18: Sailed Dundalk Ireland for Swansea Wales.
 Jul 31: Sailed Swansea Wales for Falmouth Cornwall, cargo 95 tons coal (Hughes).
 Aug 05: Sailed Falmouth Cornwall for Portloe Cornwall.
 Aug 11: Arrived Charlestown Cornwall.
 Sep 12: Arrived Dublin from Runcorn Cheshire.
 Nov 27: Sailed Amlwch Anglesey for Lancaster Lancashire, cargo oats (Hughes).
 Nov 29: put in at Holyhead Anglesey.
 Dec 22-26: Sailed Lancaster Lancashire for Amlwch Anglesey (Hughes).

1889

Jan 05: Sailed Amlwch Anglesey for Maryport Cumbria (Hughes).
 Jan 20: Sailed Maryport Cumbria for Strangford N. Ireland.
 Feb 22: Sailed Holyhead Anglesey for Swansea Wales (Hughes).
 Mar 20: Put in at Holyhead Anglesey from Pembrey Wales for Workington Cumbria.
 May 16: Arrived Point of Ayr Wales from Liverpool (Hughes).
 May 17: Arrived Porthdinllaen Wales from Mostyn Wales.
 Jun 16: Arrived Dublin from Liverpool.
 Jul 13: Sailed Amlwch Anglesey for Liverpool (Hughes).
 Jul 22: Put in at Holyhead Anglesey from Liverpool for Bray Ireland (Hughes).
 Aug 07: Arrived Dublin from Liverpool.
 Aug 29: Arrived Liverpool from Amlwch Anglesey.
 Sep 18: Arrived Dublin from Liverpool.
 Oct 31: Sailed Point of Ayr Wales for Abersoch Wales, coal.
 Nov 21: Sailed Liverpool for Amlwch Anglesey.
 Dec 18: Arrived Lancaster Lancashire from Amlwch Anglesey (Hughes).

1890

Jan 01: Arrived Bangor Wales from Liverpool.
 Feb 10: Arrived Dublin from Bangor Wales.
 Feb 20: Sailed Dublin for Amlwch Anglesey.
 Mar 04: dep Holyhead.
 May 13: Arrived Porthmadog Wales from Abersoch (Hughes).
 May 30: Sailed Porthmadog Wales for Londonderry N. Ireland.
 Jun 12: Arrived Ayr Scotland from Londonderry N. Ireland (Hughes).
 Jun 23: Sailed Ayr Scotland for Bray Ireland (Hughes).
 Jul 04: Arrived Dublin from Ayr Scotland.
 Jul 16: Arrived Londonderry N. Ireland, cargo 88 tons slates.
 Jul 23: Arrived Runcorn Cheshire from Amlwch Anglesey (Hughes).
 Aug 20: Sailed Liverpool for Amlwch Anglesey.
 Oct 05: Arrived Lancaster Lancashire from Amlwch Anglesey (Hughes).
 Nov 18: Sailed from Lancaster Lancashire for Peel I.O.M (Hughes).
 Dec 18: Arrived Fleetwood Lancashire from Dalbeattie Scotland, cargo stone setts.
 Dec 22: Sailed Fleetwood Lancashire for Liverpool, cargo gravel (Hughes).

1891

- Mar 31: Sailed Lancaster Lancashire for Fleetwood Lancashire, light (Jones).
Apr 06: Sailed Fleetwood Lancashire for Liverpool, cargo gravel (Jones).
Apr 18: Sailed Liverpool for Skippool Lancashire (Jones).
Apr 19: Arrived Fleetwood Lancashire from Liverpool, cargo bones (Jones).
Apr 25: Sailed Fleetwood Lancashire for Dalbeattie Scotland, cargo manure (Jones).
May 19: Arrived Lancaster Lancashire from Dalbeattie Scotland via Fleetwood Lancashire, cargo stone setts (Jones).
May 24: Arrived Fleetwood Lancashire from Lancaster Lancashire, light (Jones).
Jun 04: Arrived Garston/Liverpool.
Jul 29: Arrived Runcorn Cheshire from Amlwch Anglesey (Jones).
Sep 05: Damaged in bad weather near South Stack Anglesey sailing Bray Ireland to Bangor Wales. Towed into Holyhead by tug British King and assisted by the Thomas Fielden lifeboat from the Holyhead and Porth Rhuffydd No. 1 station (Appendix M).
Nov 05: Arrived Garston/Liverpool from Amlwch Anglesey (Jones).

1892

- Jan 29: Collided in River Mersey with steamship Isabel (Appendix N).
Apr 07: Arrived Point of Ayr Wales from Bangor Wales.
Aug 11: Arrived Point of Ayr Wales from Dundalk Ireland.
Oct 21: Arrived Bangor Wales from Runcorn Cheshire
Dec 06: Collided in River Mersey with steamship Balder (Appendix O).

1893

- Mar 20: Sailed Liverpool for Amlwch Anglesey Wales.
Apr 22: Sailed Liverpool for Amlwch Anglesey Wales.
May 30: Arrived Runcorn Cheshire from Amlwch Anglesey (Griffith).
Jun 07: Sailed Liverpool for Abersoch Wales.
Aug 14-31: Sailed Port Dinorwic Wales for Cork Ireland (Griffiths).
Nov 16: Stranded in Barncorkrie Bay and wrecked. All onboard drowned (Appendix P).

8.0 Conclusions & Recommendations

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

Having read the report sufficient information has been collated to compile a comprehensive history of the schooner Eliza Bell.

Although reported as grounded and abandoned in Abersoch Bay on 29th Oct 1896, this date should be 29th Oct 1886 and the Eliza Bell did not run aground but rode out the storm. This error was discovered as the Eliza Bell was wrecked and sank in November 1893 in Scotland off the Mull of Galloway with the loss of the 3 persons onboard.

The schooner Eliza Bell was a very active vessel sailing between Ireland, N. Ireland Wales, N.W. England and West Scotland. Cargoes carried included raw materials, processed materials, grains and foods.

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

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

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

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

9.0 References

9.1 Online WebPages

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

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

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

<https://www.crewlist.org.uk/data/vesselsnum/3294>

<https://www.crewlist.org.uk/data/viewimages?name=Eliza+Bell&year=1857&steamsail=Sail&submit=Enter>

<http://freespace.virgin.net/r.cadwalader/maritime/lifeboat/wreck.htm>

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

<https://www.wrecksite.eu/wreck.aspx?169450>

9.2 Personal Correspondences

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

9.3 Publications

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

Wreck and Recue on the Coast of Wales – The Lifeboats of Cardigan Bay and Anglesey – Henry Parry

Shipwrecks of North Wales, Revised and Updated 4th Edition, Ivor Wynne Jones

Appendices:

Appendix A: Assault by Captain, Aug 1854

ASSAULT BY A CAPTAIN UPON A POLICE-OFFICER.—John Ramsey, the captain of the ship *Eliza Bell*, lying in the King's dock, was brought up on warrant charged with committing an assault upon police-officer 765. The complainant stated that at a quarter to one o'clock on Sunday morning last he was on duty at the north end of the King's dock, looking for lights and fires on board vessels. On hailing the *Eliza Bell*, the captain asked him his business, and upon his (the prosecutor's) going on board and telling him he got into a passion, struck him twice, kicked him, and then caught a piece of timber, with which he said he would break the head of the officer. The prosecutor, however, saved his head by beating a timely retreat on board an adjoining vessel, and ultimately upon the quay. Upon the officer returning with assistance the prisoner had denuded himself of all his apparel except his drawers and stockings. The complainant first thought of taking the captain into custody, but his brother officer recommended him to take out a summons against him. In cross-examination, the complainant said that he was perfectly sober at the time.—Mr. Chilton, who appeared for the defence, said that the accused complained very much of the manner in which he had been treated, not only on account of the warrant being taken out against him, but for the ruffianly way in which it was executed, when a mere intimation from the bench that he was wanted would have been sufficient. The prisoner's version of the story was that he heard the officer hailing the watch in a very imperfect manner, upon which he went on deck, and told him to perform his duty in a proper manner. One word led to another, which ended in the captain telling the officer that he was in liquor, upon which the latter went on board the vessel, when he was ordered on shore by the prisoner. The officer refused, and ultimately the captain merely shoved him over a water cask. The accused was perfectly sober. This statement was partially corroborated by the man who was on watch. Mr. S. Holme, the magistrate, said the bench were of opinion that an assault had been committed. A man in the position of a captain ought to aid the law, and as to the officer's mode of hailing the vessel, no offence surely could have been given to the prisoner. A fine of 20s. and costs was inflicted.

Appendix B: Newspaper Report on Eliza Bell, Jul 1855

THE ELIZA BELL.—The pretty little schooner bearing the above name, Captain and Owner, Ramsay, of this port, made two passages lately from Workington to Derry, with a cargo of coals in the unprecedentedly short space of eleven days.

Appendix C: Mercantile Navy List 1857, Eliza Bell Londonderry

Eli to Eli		Eli to Eli		Eli to Eli		Eli to Eli	
Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.
11645	Eliza, Gloucester	25966	Eliza Bain, Irvine	6231	Elizabeth, Arbroath	39530	Elizabeth, Grand Turk
11654	Eliza, Gloucester	40541	El. Barss, Hamilton, Bermd.	10247	Elizabeth, Arbroath	15434	Elizabeth, Greenock
13326	Eliza, Gloucester	16181	Eliza Bell, Liverpool	23660	Elizabeth, Arbroath	15470	Elizabeth, Greenock
382	Eliza, Goole	3294	Eliza Bell, Londonderry	35656	Elizabeth, Arichat	22898	Elizabeth, Greenock
2709	Eliza, Goole	14002	Eliza Beynon, Swansea	37717	Elizabeth, Arichat	25642	Elizabeth, Greenock
4845	Eliza, Goole	15189	Eliza Blagden, Goole	38335	Elizabeth, Arichat	39750	Elizabeth, Grenada

Appendix D: Damaged in Collision at Workington, Nov 1857

WORKINGTON, Nov. 2.—The **Eliza Bell** of **Londonderry** from Donaghadee, while lying moored in this harbour on October 29, was run into and sunk by the **Lion**, of Strangford.

SHIELDS, Nov. 7.—The **Peace**, Burnett, of Whitby, struck the bar whilst being towed out, and has put back, making water. The **George Fife** (barque), Hogg, from America, with timber, grounded on the Herd Sand whilst towing in last night, and remains; the stores are being saved.

COURT OF ADMIRALTY.—SATURDAY.
COLLISION.
The Lion, of Strangford, Orr, owner.

Mr **RICHARDSON**, on the part of John Ramsay, of **Londonderry** shipowner, moved for the fiat of the Court in a cause of collision, against this brig, under the following circumstances:—The **Eliza Bell** of **Londonderry** a schooner, the property of John Ramsay, was, on the 29th day of October last, moored in the harbour of Workington, lying alongside the quay, in a safe and proper position; the brig **Lion**, of Strangford, having entered the harbour, in proceeding to take up her berth, ran into the schooner, cutting down her hull near the fore-rigging, to the extent of ten planks from the binding streak, causing the schooner to sink. The schooner was eventually raised and repaired at Workington; the carpenter's bill amounting to £41; and that on account of that, and of refitting, and the loss of her earnings during her necessary detention whilst being repaired, her owner has suffered a loss of £103. The **Lion** being now at Strangford, and an amicable settlement having been declined, the writ in question was therefore moved for.

The Court granted the motion.

Appendix E: Theft of Property, Dec 1858

SHERIFF CRIMINAL COURT—WEDNESDAY.
 (Before Sheriff Tennent)
 Patrick Crumlish, aged 19, pleaded guilty to a charge of stealing, on the 11th ult., two iron or other metal furnace bars, from on board the schooner Eliza Bell, in the West Harbour. Having been thrice previously convicted of theft, the Sheriff sentenced him to nine months' imprisonment.

Appendix F: Recovery of Body at Londonderry, May 1860

THREE MONTHS DROWNED.—In the month of Feb. last, a respectable young man named Porter, who resided with his widow mother at Castletown, near St. Johnston, county Derry, being in a depressed state of mind, left his mother's house, and having wandered away, was not heard of afterwards until Tuesday last, when his dead body was found floating on the river Foyle, at Londonderry. How he came by his death remains a mystery; but it is supposed that he accidentally fell into the river at St. Johnston. When first missed, every effort was made for his recovery by his anxious and afflicted friends, but without gaining any information as to his course after leaving home. The body was observed on Tuesday floating under the bridge, by Mr. Mehan, and immediately steps were taken to bring it to shore by Captain Ramsy, of the Eliza Bell, who despatched a boat from his vessel for the purpose. It was in such a state decomposition—having been in the water for about three months—that the features were not discernible; but from the fact of the clothes worn by the deceased corresponding with a description published at the time he left home, Head-Constable Bailey, and Sergeant Stewart, of the Constabulary, conjectured that the body must be that of the unfortunate young man Porter, and a mounted constable was at once despatched to his relatives with the melancholy intelligence, and the deceased's brothers-in-law having come to Derry, indentified the corps by the clothes alone. An inquest was subsequently held before the coroner, and a verdict of "found drowned" recorded. The relatives took the body home for interment.

Appendix G: Sale of Eliza Bell, Feb 1861

[THIS DAY.]
SCHOONER FOR SALE.

TO BE SOLD by PUBLIC AUCTION, at LONDON-DERRY, on THURSDAY, the 28th FEBRUARY, at the hour of ELEVEN o'clock, the Schooner Eliza Bell of Londonderry, 54 tons new, new measurement, built in Lough Foyle, and Launched in 1854. This handy little Vessel was built under the particular inspection of the present owner, and for his own use. Her frame is of the best Irish Oak; bottom of Elm, and Top sides Red Pine. She carries 100 tons coals on 8 feet 6 inches water; and only requires 10 tons Ballast, is well found, and a suitable vessel for the coasting trade. For any further information, apply to

CAPTAIN JOHN RAMSAY, Newtownlimavady; or
 JOHN M'CLELLAND, Ship Broker, Londonderry,
 WM. M'MURRAY, Auctioneer.

Appendix H: Mercantile Navy List 1862, Eliza Bell Beaumaris

Eli to Eli		Eli to Eli		Eli to Eli		Eli to Eli	
Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.
37162	Eliza B., St. John, N. B.	4183	Eliza and Mary, Carnarvon	33607	Elizabeth, Gaspe	20610	Elizabeth, Newry
40541	El. Barss, Hamilton, Bermd.	18074	Eliza and Mary, Rochester	35113	Elizabeth, Gibraltar	30906	Elizabeth, Penang
3294	Eliza Bell, Beaumaris	3535	Elizabeth, Aberdeen	16234	Elizabeth, Glasgow	30892	Elizabeth, Penang
16181	Eliza Bell, Hartlepool West	6824	Elizabeth, Aberdeen	17693	Elizabeth, Glasgow	6586	Elizabeth, Perth
14002	Eliza Beynon, Swansea	10413	Elizabeth, Aberdeen	22813	Elizabeth, Glasgow	41141	Elizabeth, Pictou, N. S.
15189	Eliza Blagden, Goole	18538	Elizabeth, Aberdeen	4045	Elizabeth, Gloucester	5622	Elizabeth, Plymouth

Appendix I: Court Case for Wage Dispute, Mar 1863

BOROUGH SESSIONS, Saturday, March 14,—Before J. Edwards, Esq., mayor; and H. Hunter Hughes, Esq., ex-mayor.

Wm. Jones v. Humphrey Jones, master of the schooner Eliza Bell.

This was a complaint against the defendant for non-payment of the sum of £4 8s. 10d., being the amount of wages due to the complainant as mate of the said vessel. The question was whether the complainant had hired himself for the sum of £2 15s. or £3 per month, the Captain asserting the lowest sum was the contract, and the complainant, of course, the reverse.

The balance of evidence being against the defendant, he was ordered to pay the sum sued for, and costs.

Appendix J: Crew Rescued by Abersoch Lifeboat, April 1886

THE NATIONAL LIFEBOAT INSTITUTION.

At a meeting of this Institution, held to-day, at its house, John Street, Adelphi, London, rewards amounting to £302 were granted to the crews of lifeboats of this institution for services rendered during the past month. The Winterton No. 2 lifeboat brought ashore the crew of six men of the smack W.H.M., of Yarmouth, which had sunk after having been in collision with another fishing vessel; the Holyhead lifeboat put off twice and saved the schooner Lorn, of Lancaster, and her crew of four men; the Clacton lifeboat saved a yacht which had been abandoned; and the Palling No. 2, Sunderland No. 1, Deal and Abersoch lifeboats also rendered the following services:— Barque Franziska, of Porsgrund, Norway, ten lives saved; s.s. Langdale, of Sunderland, sixteen; brig August Herman Francke, of Sandefjord, one; smack Endeavour, of Portmadoc, three; and schooner Eliza Bell, of Amlwch, five. New lifeboats, it was reported, have been sent during the past month to Blyth and Workington, and it was decided to replace the present lifeboat at Dungarvan (Ireland) with a new one, possessing all the latest improvements. Reports having been read from the chief inspector and the district inspectors on their recent visits to different lifeboat stations, the proceedings terminated.

Appendix K: Article on former Captain of Eliza Bell, Jun 1887

My last baptism nearly caused a riot in the place. I had brought a poor old friend and distant relative of mine to my house to nurse, whom I had found nearly dying on board his little trading schooner, the Eliza Bell. Poor Captain Price! I nursed him carefully for ten days, passing nine nearly sleepless nights in watching him, and he died in my arms on the tenth day. I had been instructing him and his son for some months before, and I received him into the Church and fortified him with the Holy Unction before he died, and then laid him out decently in our little chapel, with holy water and lights at his head and feet, to

Appendix L: Grounded at Caernarfon, Aug 1887

ELIZA BELL.— *Caernarvon, Aug. 24.*—The schooner Eliza Bell, of Amlwch, grounded on the inside of the south bank yesterday afternoon, having missed stays through baffling winds from SSW, but got off next flood without assistance or damage. She will sail when wind is favourable.

Appendix M: Rescued off South Stack Anglesey, Sep 1891

ELIZA BELL schooner, from Bray for Menai Straits, in ballast, was totally dismasted during a gale one mile westward of the South Stack, and was towed into Old Harbour by the tug **British King**; agreement, £30. (Holyhead, 6th Sept.) [The **Eliza Bell** is a wooden schooner of 55 tons, built at Broharris in 1854, and is owned by Messrs. M. Edwards, of Amlwch, Beaumaris.]

SHIPPING DISASTER.—On Saturday evening, whilst the "Eliza Bell," of Beaumaris, from Bray, Ireland, in ballast for Bangor, was crossing the channel she encountered dreadful weather, and when some miles away from South Stack, at eight o'clock on Sunday morning, the topstay yielded, after which the masts fell with a terrible crash, carrying the stern and rails partially away. The vessel afterwards got into "the race" and her position became alarming. Just then, however, she was noticed from the telegraph signal station, and the fact was promptly wired to Holyhead, whereupon guns were fired from the coastguard station. The lifeboat crew, who were on the alert, speedily mustered, and in amazingly short time the "Joseph Whitworth" (Mr Edward Jones, coxswain) was on her mission of mercy. The "British King" tugboat also made towards the scene, and succeeded in getting the dismantled vessel in tow, when between the North Stack and the Breakwater. She was subsequently taken into the old harbour. Her crew of three, strange to say, were uninjured.

ROYAL NATIONAL LIFEBOAT INSTITUTION.

At a meeting of this Institution held at its house John-street, Adelphi, London, the second service clasp of the Institution, a certificate of service, and a pecuniary award were granted to Mr. Joseph Cox, who has lately been compelled by old age to resign the office of coxswain of the Appledora lifeboats. He had been connected with the lifeboats 42 years, and had assisted to save 50 lives. Rewards amounting to £291 were granted to the crews of lifeboats of the Institution for services rendered during the past month. The North Sunderland lifeboat saved four of the crew of the capsized fishing-lugger Advance belonging to that port, and the Cemaes, Montrose No. 2, Eastbourne, Moelfre, and Holyhead No. 2 lifeboats respectively rendered assistance to the following vessels:—Sailing-boat Gladys and two fishing-boats, 20 fishing-boats, cutter Mystery, of Brixham; schooner John and Jane, of Carnarvon; and schooner **Eliza Bell**, of Beaumaris. Rewards were also granted to the crews of shore-boats and others for saving life from shipwrecks on our coasts. Payments amounting to £4,122 were ordered to be made on the 302 lifeboat establishments of the Institution.

Appendix N: Collided in Mersey, Jan 1892

PORTDINORWIC.
THE "ELIZA BELL" IN COLLISION.—The steamer "Isabel," from Benisaf, and the schooner "Eliza Bell," of Portdinorwic, were in collision in the Mersey on Tuesday. The former vessel was at anchor, and sustained no damage; the schooner was slightly injured.

Appendix O: Collided in Mersey, Dec 1892

A telegram from Liverpool states that the steamer Balder, from Dram, was in collision off New Ferry on Sunday with the schooner Eliza Bell, from Amlwch, at anchor. The former vessel had some rails on port side carried away; also maintopmast and shrouds damaged, &c. The latter had bow damaged. The Balder (s), also on passage, in heavy gale was struck by several heavy seas, and had after rails, flagstaff, and patent log carried away; also several stanchions bent, &c.

Appendix P: Sunk at Barncorkerie Bay, Mull of Galloway, Nov 1893

**BEAUMARIS VESSEL
STRANDED.**

— — — — —
ALL HANDS LOST.

The schooner Eliza Bell, of Beaumaris, stranded in Barncorkerie Bay, north-west of the Mull of Galloway, and became a total wreck. All hands were drowned.

News was received here on Friday of the loss, on the previous night, of the schooner "Eliza Bell," in Barncorkrie Bay, six miles north-west of the Mull of Galloway, with all on board. There were three on board, the captain, captain's wife, and mate, whose bodies have been recovered. The vessel, which was bound to Douglas from the Point of Ayr, was owned by Mrs Edwards, Llaneilian-road, and was insured in the Amlwch Mutual Marine Insurance Co.

**THE BARNCORKIE WRECK—
RECOVERY OF BODIES.**

Three bodies, two men and a woman, have been washed ashore at Barncorkie Bay, on the Wigtownshire coast, from the wreck of the schooner Eliza Belle. It is thus proved that a woman was on board the ill-fated vessel. Their names are Griffiths (captain), Mrs Griffiths, and John Roberts (boatswain). It has now transpired that the Eliza Belle belonged to a Mrs M. Edwards, Amlwch, Wales. The wind moderated greatly on Saturday evening, and the weather was more settled yesterday.

**WRECK ON WIGTOWNSHIRE COAST—
SUPPOSED LOSS OF FIVE LIVES.**

The storm which raged so furiously on Thursday night and yesterday morning was severely felt all over the Rhins of Wigtownshire. During the gale, which was from south-south-east, the schooner Eliza Belle, of Beaumaris, 56 tons, Griffis master, drove ashore, it is supposed, about half-past five o'clock yesterday morning, in Barncorkrie Bay, on the Irish Channel side of the Wigtownshire coast, four miles north of the Mull of Galloway, all on board being lost. As the workers on the farm of Knockencule were going to milk they heard screams coming from the direction of the bay, and on going to the heughs a vessel's lights could be seen not far from the shore. From the screams it was supposed that a large steamship had gone on the rocks, and messengers were at once despatched to Port-Logan and Drummore for the assistance of the lifeboat, rocket apparatus, and coastguards. On daylight appearing Mr Hutchison, tenant of the farm of Barncorkrie, made his way along the rocks, and on coming opposite the wreck he could see two masts above water 200 yards from the shore. A man was holding on to the top of one of the masts. Mr Hutchison encouraged him to hold on, as assistance was at hand, but a few minutes afterwards the poor fellow shouted that he could hold on no longer, and he was seen to drop into the raging sea, and was never again seen.

About an hour afterwards the Port-Logan lifeboat hove in sight; but it was evident that all hope of saving life had gone, and the heavy sea running at the time would have made it dangerous for the lifeboat to have come into the bay. The lifeboat was signalled to return, but owing to the wind and sea it would have been a foolhardy adventure to have attempted returning to Port-Logan at that time. The lifeboat then ran for the Mull Head, and got into Drummore Harbour on the other side about half-past 12 o'clock, after being at sea for five and a-half hours. The rocket brigade arrived about the same time as the lifeboat at the scene of the wreck, and the coastguards from Drummore were also at the wreck nearly an hour before the apparatus arrived, but it was powerless to render any assistance. Great credit is due to the lifeboat crew for the prompt way in which they turned out. The vessel has gone to pieces, and it has only been from cargo and papers that were washed ashore that the name, &c., of the vessel are known. It is supposed that she had a crew of four hands. As some clothing of a woman has come ashore, it is supposed the captain's wife had also been on board. Intelligence of the wreck has been wired to Beaumaris, but as this is only the port of registry, it is supposed she belonged to Almweh, and no reply has been received. The wreck is only about half-a-mile from the place where the German barque Catalino was wrecked in the month of February last, with the loss of her captain and six of the crew.

