

Welsh Wreck Web Research Project (North Cardigan Bay) On-line research into the wreck of the: *Endeavour (MADU 269)*



Borth-y-gest with smack Endeavour lying with list to starboard across the bay. (Hughes & Eames, 2009)

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1.0 Abstract

The *Endeavour* was selected from a list of wrecks provided by MADU for online research, as part of the Welsh Wreck Research project. She was chosen as an example of a slate carrying vessel, with ties to the area and her home port of Porthmadog.

She presents an example of a small working sailing vessel built for purpose and owned by local families throughout her working life. Such relatively small vessels were often at the mercy of treacherous sea conditions while carrying heavy cargos. In the case of the *Endeavour*, her 40yrs of mercantile trade took place in what was, perhaps, the busiest years of the developing new port of Porthmadog.

The storm which swept across the UK on the 8th& 9th December 1886 can be regarded as "of the first magnitude" and one of the most violent experienced at that time (Harding, 1887) . It was exceptional in both wind force and the duration of the storm. It was unusual in sheer size, extending from Norway to Spain. On 8th December 1886 the *Endeavour* was one of many ships caught up in the storm. On leaving Porthmadog with a cargo of roofing slate, for Newport, Gwent she found herself trapped in the treacherous area between Sarn Badrig and the Llŷn Peninsular by a westerly force 10-11 gale and was blown ashore on Pwllheli beach. Many other vessels were to suffer in the gales of those two days, and many were not as lucky as the crew of the *Endeavour* who were able to reach shore without help. Nevertheless, the ship was a complete loss.

It has been possible to follow some of her voyages and to gain some idea of her working life, but the points of real interest have been in her building, as a small ship of the highest quality and her final destruction in one of the greatest storms of the 1880s.

2.0 Index: Table of Contents		Page
1.0 Abstract	-----	2
2.0 Index	-----	3
2.1 Table of Contents		3
2.2 Appendices		
2.3. List of Tables		3
2.4 List of Pictures		3
2.5 Abbreviations		3
3.0 Introduction	-----	4
4.0 Background	-----	5
5.0 Research Methodology	-----	6
6.0 Results		
6.0 Description of the vessel-----		7
6.1. Information related to the ship-----		7
6.1.1 Building and ownership. -----		7
6.1.2 Working Life. -----		8
6.1.3 Incidents in the life of the ship-----		8
6.1.4 Events leading to the wrecking incident.-----		9
6.2 Wrecking of the <i>Endeavour</i> .-----		10
6.2.1. Location of the wrecking incident.-----		11
6..2.2 Aftermath of the storm. -----		12
6.3 Chart of Results -----		13
7.0 Analysis	-----	14
8.0 Conclusions & Recommendations	-----	15
9.0 References	-----	16
2.2 Appendix A - Survey report of Endeavour 28 th July 1845 (CLIP)-----		17-19
Appendix B - John Henry Jones, first master of the <i>Endeavour</i> . -----		20
Appendix C - Wrecks in Cardigan Bay associated with the storm of the 6 th Dec. 1886-		21

2.3 List of Pictures: Cover: Borth-y-gest with smack Endeavour lying with list to starboard across the bay. (Hughes & Eames. Revised Ed.(2009). *Porthmadog Ships*.Gwasg Carreg Gwalch.

2.4 Abbreviations

BNA - British Newspaper Archives
 CLIP – Crew Lists Project.
 LRS- Lloyds Register of Shipping
 MADU- Malvern Archaeological Diving Unit

NLW- National Library of Wales
 RCAHMW- Royal Commission on the Ancient &
 Historical Monuments of Wales.
 RNLI - Royal National Lifeboat Institution

3.0 Introduction

The Welsh Wreck Research Project aims to contribute to a wider understanding of the maritime history of North Wales by using on-line research into vessels identified as wrecks in North Cardigan Bay.

The smack *Endeavour* was chosen from unpublished lists of wrecks, the first compiled by MADU (Malvern Archeological Diving Unit) and the second of wrecks specifically carrying a cargo of slate (Wessex Archeology, 2009), also provided by MADU.

The research has been an investigation of the history of a ship linked by builder and owners to Porthmadog. By investigating the background and reports, as found in online resources and in reading matter, it is hoped to gain insight into the contribution of such ships to the development and growth of the community, industry and commerce which emerged in the area in the 19th Century, generated largely by the development of the slate industry.

The research has also provided a picture of some aspects of the day to day life, difficulties, dangers and developments faced by a small merchant sailing vessel of the era.

4.0 Background

The ships built at Porthmadog shipyards during these years have been described as "probably the finest all-round small merchant ships ever built in Britain" (Hughes & Eames, 2009). Almost 300 ships were built in the town over the period from 1824 until 1913. (www.portmm.org/the-museum/shipbuilding/). These ships were developed for the requirements of carrying heavy cargo, roofing slate, coal, iron ore etc. The holds needed the strength to carry slate wedged in to prevent movement, a skilled job in itself. A shallow hull allowed an easier approach to shallow water and they required rigging suitable for 'short tacks' to increase manoeuvrability in the difficult approach to the harbour (Jones, 2006).

Porthmadog itself was not a natural harbour but a product of W.A. Maddock's embankment scheme of 1810, intended to create a safe route across the Glaslyn Estuary. In doing so, not only was land reclaimed to create a town, but a new harbour became a possibility as a result of the positioning of the lock gates. When opened on the ebb tide, the water held behind surged through at such speed that the existing sand banks were swept further out to sea, scouring the area close to the cob, while silting up the original loading points at Ynys Cyngar. By doing so, better anchorage was provided at Porthmadog allowing for the development of a slate based maritime trading community .

This area of Cardigan Bay presented a number of hazards to shipping and the route into the new port, was not easy to negotiate. Sailing ships bound for Porthmadog have Sarn Badrig, a shoal extending 11 miles offshore, to starboard with the rocky south-west extremity of the LLŷn Peninsula and Bardsey Island to port. Place names such as Devil's Tail, Devil's Ridge and Hell's Mouth, indicate the dangers of this coast. St Tudwall's Bay offered shelter in fog or bad weather. If this was missed the vessel would find itself at the mercy of onshore wind described by the Admiralty Pilot of the day as a "*strong in-draught into the bay, which is open to the prevailing SW winds; the latter quickly cause a heavy sea . . .*". The bay offered safe anchorage in all but easterly gales where vessels could wait for better conditions. The approach to Porthmadog itself was through a shoaling bay with a bar and through a channel subject to changes in depth, shape and position (Davis, 1979).

Slate quarrying in the Vale of Ffestiniog began on a small-scale commercial basis in the 1760's and by the 1830's the quality and quantity of slate to be gained had been recognised enough for businessmen of means to open up the industry. The catastrophic fires of Hamburg in 1842 and the increase in demand for roofing slates worldwide coincided with the opening of the narrow gauge Ffestiniog Railway in 1836 and the building of Samuel Holland's wharf in the new harbour. Soon quarries owners were building further wharves and the slate port of Porthmadog became a thriving community. The port was not totally dedicated to slate, it also imported produce such as coal, lime and corn for the area, although only 1/6th of the wharf areas was available for other goods by the middle of the century.

The developing town housed trades associated with the building and maintenance of ships such as chandlery, sail making, block making and even a school of navigation. An iron foundries and timber yards were also close at hand. The town's businesses supplied provisions while public houses, banks, accommodation and seamen's missions looked after other needs . The prosperity of those associated with these businesses was often fed back into the system through ownership or shares in vessels (Hughes & Eames, 2009). This can be seen in the backgrounds of the owners of the *Endeavour*, a ship builder, iron-foundry and timber yard owner and finally a wealthy block maker.

5.0 Research Methodology

Research was undertaken as an online exercise with an Apple Mac laptop computer. Using Google as a search engine and Chrome as the browser.

Online sites recommended for the project were followed up. These included Lloyds Register of Shipping (LRS), the Crew List Index Project (CLIP), Coflein and local sites such as Rhiw.com. The Crew List Index Project also gave access to the Mercantile Navy Lists. To these was added the Welsh Mariners Index which gave information on some of the ship's Masters.

Other reference material included unpublished lists from other researchers, made available by MADU. An unpublished list of slate wrecks was also made available by MADU (Wessex Archaeology, 2009).

Access to the British Newspaper Archive was available and provided background material of both ship movement and significant events (see individual reports). The National Library of Wales Archive of Newspapers was used alongside the BNA to extend the search options. The Royal National Lifeboat Institution (RNLI) *Lifeboat Magazine* archive and the Quarterly Journal of the Royal Meteorological Society were found to be additional useful resources.

The key search word was mainly the name of the ship, sometimes prefixed with 'wreck of'. In searching for the voyages and events in the life of the vessel, the name of the master was affixed to identify the ship accurately. Shipowner names and particularly dates of events were also useful in searching newspaper articles.

Searches for the other ships involved in the events of the 8th-9th December were also used and the same method was used to briefly follow the history of the first master of the *Endeavour*. The *Quarterly Journal of the Royal Meteorological Society* provided information on the storm itself and was accessed through a Google search for 'Storm of December 8th 1886'

Several hard-back books were also used in reference to provide information and context (see reference list).

6. Results

6.0 Description of the Endeavour

The *Endeavour* was a wooden smack built and completed at Porthmadog in 1845 by Henry Jones, recognised as the first of Porthmadog's shipbuilders. She was built, almost entirely of English oak with American elm planking from 'keel to first foothook heads' and the deck of 'good quality yellow pine'(See Appendix A). Her official number was registered as 13073.

As a smack, she was carvel built with a single mast, smack rigging and a square stern. Her specifications are given as 50.4ft length x 16.7ft breadth x 9ft depth.

Her association with Porthmadog and slate continued throughout her working life. The *Endeavour* provides an example of the ships built, owned and trading from Porthmadog in the 19th Century, appearing to be typical of her class of working vessel.

6.1 Information related to the vessel

6.1.1 Building and ownership of the vessel:

Henry Jones, ship builder became a prominent member of the community, having moved to the town from Pwllheli on the Llŷn Peninsular. He is considered the first of the Porthmadog shipbuilders. During his 36 years in his yard at Canol y Clwt originally a sloping beach forming the western side of the harbour, he built over 60 vessels, ranging from barques to smacks (1824-1860).

Touchingly, the *Endeavour* was a ship built by a father, Henry Jones for his son, John. We know this from the survey of 28th July, 1845 (See Appendix A). The surveyor, another John Jones includes a statement in the final general remarks telling us of his involvement throughout the build and describes Henry Jones' intention of 'finishing' a ship with the finest materials in the hope that his son would wish to have her on his return from the 'Brazils'. The writer explains that John Jones is a '*promising young man having made several voyages to South America in the capacity of first mate*'. It appears that Henry Jones had his wish as the first master is named as John Jones. Captain John Henry Jones appears as her master until 1859. (The tragic end to the life of Captain JH Jones and the crew of the *Love in 1868* is included in Appendix B)

Her next owners, from the early 1860's were the Williams family; John Henry Williams, his wife Margery and sons Owen and Robert, Porthmadog iron-founders and timber merchants (RCAHMW). *Endeavour* then disappears from the Lloyds register of shipping from 1860 until 1864. During this time large repairs appear to have been undertaken, including a new deck, which is noted in the register as of 1863. The master is now Captain Evan Edwards of Salem, Porthmadog, born in 1827 and dying in 1913 at the ripe old age of 87 (Welsh Mariner's Index).

By 1868 she has further major repairs due to damage. Although no incident record can be found regarding the damage, records show 1867 to been marked by hurricane force gales at the beginning of the year. Her master was, at this time J Thomas and her class is AE. Further small repairs in 1871 are noted in Lloyds Register and by 1872 her master is Captain R Evans.

The list is missing again until 1889 so it is not possible to trace when she changed ownership for the final time. At time of her loss on 8 December 1886, her master was still R Evans and the vessel was owned by Hugh Jones of Cornhill, Porthmadog, a wealthy spa, pump and block maker (RCAHMW- Coflein). One of those who had prospered by Porthmadog's trade and industry at this time. His main line of work would have been in

repairing and refitting vessels already in service, such as the *Endeavour* (Hughes & Eames, 2009)

6.1.2 Working life of the vessel:

A number of years of the ship's life were selected at random, 1848, 1866, 1880 to gain a picture of her working life. The newspaper archives (BNA & NLW) providing the resources for the search.

1848 was dominated by journeys between Holyhead and Liverpool but also included Aberystwyth, Newport, Swansea, Neath, Gloucester and Poole in Dorset. Sandwich in Kent is the furthest named port found for the year.

1866 provides a similar picture with voyages mainly from Porthmadog to Garston, Liverpool or to Bridgewater in Somerset. One trip appears to be further afield, as in March 1866 she is reported to be at anchor in the bay at Bridlington from Southampton, bound for the North and following on, in April she is at Dungeness sailing for Cardigan. Presumably the return journey.

In 1880 the ship appears to have traded over a relatively small area of the west coast including Aberystwyth and the Bristol Channel ports, Cardiff, Swansea, Neath, Newport and Bridgewater. Additionally, Sharpness provided access to the city of Gloucester.

Verification that roofing slate made up most of her outgoing cargo can be found in the few newspaper advertisements available:

- On the 4th March 1854, *The Salisbury and Winchester Journal* advertise that Messer's Durrant & Co. of West Butts, Poole are offering a cargo of 'Best Slates' discharged on their wharf by the "*Endeavour*."
- On August 7th, 1875 the *Worcester Chronical* advertises that slates from the Palmerston Quarry brought by the *Endeavour* from Porthmadog can be acquired in London.
- On 29th August 1882 Porthmadog slates are available from the *Endeavour* at Sharpness.

Alternative cargoes have been harder to find, but there is evidence to suggest that she took Red Front Bricks from Bridgewater to Dublin in September 1866. (*Dublin Daily Express*). A cargo of barley from or to Cardiff is mentioned for the 12th August 1882. In April of the same year that she was wrecked, 1886, a rescue account details that she was carrying coal from Newport, South Wales, bound for Abersoch.

6.1.3 Incidents in the life of the vessel :

The *Endeavour* disappears from the Lloyds register of shipping from 1860 until 1864. During this time large repairs appear to have been undertaken, including a new deck noted in the 1863 register (LRS).

An incident is recorded in the magazine of the Royal National Lifeboat Institution (NLI at this time).

On the 25th October, 1859, the smack Endeavour, of Portmadoc, drove from her anchors in St. Tudwell's roads, in a N.N.E. gale, and having carried all her sails away except her foresail, bore up for the neighbourhood of Aberdovey, where she ran ashore: the Aberdovey life-boat was quickly launched, and proceeded to attempt the rescue of her crew, but after great exertions was compelled to return; a second crew then took the place of the first, and succeeded in taking off the crew of 4 men. The life-boat which had been but a few months on her station, was reported to have behaved exceedingly well on this occasion (Lifeboat Magazine)

By 1868 she has further major repairs due to damage. Although no incident can be found regarding damage. However, newspaper records show 1867 to be marked by hurricane force gales at the beginning of the year.

Her finale year, 1886, appears to have been a dangerous one at sea and on land. The *Endeavour* had a first lucky escape in April, 1886 when driven ashore at Abersoch on the LLŷn Peninsular. The Lifeboat Magazine records the rescue of the crew of three in the early hours of the morning by the Abersoch Lifeboat, Mabel Louisa.

In November ABERSOCH, NORTH WALES.—The Mabel Louisa Life-boat was launched, at 2.30 A.M. on the 29th of April, with much difficulty, the night being very dark, the tide far out, and a very heavy sea breaking on the shore. She proceeded to the smack Endeavour, of Portmadoc, bound from Newport, Monmouthshire, for Abersoch, with a cargo of coal; but meanwhile the vessel parted both chains, and drove ashore on the beach. There were only three lads on board, and as the coxswain feared they might try to get ashore in their boat, and possibly be drowned in the attempt, the Life-boat made for the vessel, and took them off. (Lifeboat Magazine)

It appears that the ship was recovered on all these occasions and was working again within the year.

6.1.4 Events leading up to the wrecking incident

December 1886 saw the year ending with gales and storms through the UK. The following newspaper report is representative of others throughout the country, indicating serious damage to structures on land as well as at sea. The Western Mail, 10th December 1886, reporting from Porthmadog, says the following:

The most awful storm experienced on the Welsh Coast for the past twenty years blew from the west on Tuesday evening, and has continued with more or less violence since. The barometer touched the lowest point on Wednesday night at six o'clock, when it recorded 27 845. The wind blew a hurricane all along the coasts of Flintshire, Carnarvonshire, and Anglesea. The coastguards were prepared for emergencies, as it was seen to be impossible for any but the stoutest vessels to live in the awful sea running. This morning the Anglesea and Carnarvonshire Coasts are strewn with the wrecks of Vessels which went down during the darkness of the night. Near this town, which is one of the most exposed on the North Carnarvonshire Coast, the full effects of the gale were felt. (NLW)

There follows an account of serious damage to buildings and loss of life on land at Criccieth, Porthmadog and Pwllhelli. Reports of damage to people from falling debris, damage to buildings and chimney stack collapse can be followed in the newspaper reports. Porthmadog itself was hit by the storm damage and carriages of the Cambrian Railways were blown over, narrowly escaping loss of life amongst passengers.

On the Cambrian Railways the two o'clock train from Ffestiniog to Porthmadog was upset directly upon the top of a high embankment through a heavy block on the road, caused by the storm. The passengers had a providential escape from a terrible death, for had the train fallen outwards instead of inwards, as it did, they must all have been precipitated over the embankment. (NLW)

6.2. The wrecking of the *Endeavour*:

In early December 1886 the weather in the UK had been very disturbed for a while but by the 8th December, the barometer fell to the lowest level previously recorded for Ireland, Northern and Central Britain and remained low for an unusually long period of time. The resulting storm was of the first magnitude and unusual in its wide distribution, from Norway to Spain, and in the length of its duration (Harding, 1887).

The *Endeavour* was caught at sea in the ensuing gales which raged throughout that day and the next. Accounts of wrecks, ships in difficulty, rescues and losses can be read in the newspaper archives for those few terrible days. The Caernarvon & Denbigh Herald for the 10th December 1886 reported many of the effects of the storm and amongst these is this account of the loss of the *Endeavour*.

The smack "Endeavour" of Portmadog (Capt. R. Evans), is high and dry on Pwllheli beach. She is loaded with slates. Close to the "Endeavour," and under the Towyn Farm is a Plymouth schooner, loaded with coal tar pitch. She is on her beam ends, her cargo washed out by the sea. The fishing smack "Try Again" was capsized whilst at anchor in the harbour of Pwllheli. The only loss of life, as far as we know up to the time of writing (Thursday night) took place in connection with the wreck of the "John and Ann" of Aberystwyth, Capt. Isaac Jones, and a smack, whose name our correspondent was not able to decipher, owing to it being broken.The smack whose name is not exactly known, was manned by a crew of three. When she was approaching the beach, a boy was seen in the rigging, and two men were forward ; and when she struck, the boy fell into the furious breakers and the vessel was opened up by the sea and the two men were washed overboard. And all were lost. The poor fellows piteously cried for help, their cries being distinctly heard by a large number of people who stood powerless, on the shore. It is to be deeply regretted that no lines or lifesaving apparatus were to be had on such a serious occasion. The life-saving apparatus on Abererch beach was of much service as by it the crews of the 'Hoylake boats and the "Scotia" were 'saved. The bodies of the four persons referred to above have all been recovered

The crew might have thought themselves lucky in comparison with others that night.

News of this soon reached Pwllheli, scores of people ran to the assistance of the crews. There was not very much difficulty in saving the lives of the crew of the "Endeavour" (three in number) though one of the men had a narrow escape from drowning.

Amongst the vessels in difficulty that night were Hoylake fishing boats the *Leader* and the *Betsy* and the Schooner *Scotia*, another slate vessel who were foundering on nearby, Abererch beach . While the crew of the *Scotia* were saved by use of lifelines these were then not available for the vessels aground in the vicinity of Pwllheli. Another account from the Aberystwyth Observer, gives names of more ships in trouble in the vicinity.

Terrible scenes are reported to have been witnessed on Saturday in Cardigan Bay. Seven vessels were found to have been wrecked near Pwllheli, four close together near Talcogmerau, and three on Abererch Beach. No record could be obtained of the number of lives lost, but they were estimated at from 15 to 20. The Wild Rose (Norwegian brig) went ashore at Afonwen. The crew were rescued by ropes. Six Hoylake (Cheshire) fishing boats went ashore at Cerigg Trai; and at Abererch the Physician (Captain Jones) and the Quarryman were driven on Gimblet Rocks. The smack Endeavour, of Portmadoc (Captain Evans), loaded with slates, was high and dry on Pwllheli Beach. Close to this vessel, lying on her beam ends, with her cargo washed out to sea, was a Plymouth schooner loaded with tar. The fishing smack Try Again capsized and sunk while at anchor off Pwllheli. A smack, with three hands

on board, went down close to land. The John and Ann sank, and Captain Isaac Jones, of Aberystwyth, was drowned. (Aberystwyth Observer 10th Dec. 1886).

An account in *The Cambrian News and Welsh Farmer's Gazette*. 24th Dec 1886 (NLW) highlights the immediate response of the local community and organisations to the disasters of the storm.

"John Thomas, mate of the John and Ann, who escaped, writes:—"Sir,—I should, through the medium of your valuable paper, wish to publicly thank the people at Pwllheli who tried in every way to render assistance whilst on the wreck of the schooner John and Ann, of Aberystwyth, four of them having nobly risked their lives to get me out of the surf after my leaving the wreck, and others also in every way trying to alleviate our sufferings after being got ashore. I am also pleased to report that there were two medical gentlemen in attendance on the beach rendering valuable assistance to the sufferers. I also beg to thank the gentleman who acted on behalf of the Royal Benevolent Shipwrecked Fishermen and Mariners' Society for his humane and kind attention also Mr Jones, of the Eivl Temperance Hotel, where I was quartered."

In this instance the need was so great that the Lifeboats and coastguard rocket apparatus were needed else-where and local people were left to do what they could with whatever they had to hand. The Royal Benevolent Shipwrecked Fishermen and Mariners' Society mentioned here was established in 1839 following the loss of the Clovelly Fishing Fleet and mainly provided financial assistance to fishermen and mariners in need.

6.2.1. Location of the wrecking of smack Endeavour, Pwllheli Beach on 8TH December 1886:



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NPRN 271624 Map Reference SH33SE

6.2.2. The aftermath of the storm:

Though there have been many shipwrecks along this area of the LLŷn Peninsular, the gently sloping beach at this point has meant that those, lucky enough to be able to beach their vessel, had a better chance to reach safety and the ship itself could often be salvaged (Holden, 2009). No indication of what followed for the *Endeavour* was available until an account of the that day was found which ended with the note that

'All the vessels ashore on Pwllheli Beach have been sold by auction'. (Caernarvon and Denbigh Herald, 17th Dec 1886-BNA)

The fate of the *Scotia* can be seen as an example of what in an advertisement in the North Wales Chronical for 18th December 1886. Presumably a similar situation occurred for the *Endeavour*.

'Mr R. P. EVANS will SELL BY PUBLIC AUCTION (unreserved) on Tuesday, the 21st day of December 1886, at TWELVE o'clock at noon, prompt, the WRECK of the schooner SCOTIA," of Carnarvon, as she now lies on Abererch Beach, close to Pwllheli Railway: Station, with her Masts, Sea Hawser and Warp, Hemp, Standing, and Running Rigging, Sails, Anchor's Chain, Cable, &c.'

It is possible that some wreckage from the *Endeavour* is still in the area of Pwllheli Beach as she is noted as RC [Registry Closed on 7.1.1887] (Hughes and Eames, 2009).

Coflein give a possible position for her but say that "*Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.*" (www.coflein.gov.uk/en/site/271624/details/endeavour#archive).

6.3. Chart of results:

Vessel	Name/s	Endeavour (MADU 269)	
	Type	Wooden Sailing Smack	
		Cargo,	
Built	Date	1845	
		22 nd July 1845	
		Commissioned by Henry Jones for his son, John Jones	
	Builder	Henry Jones	
	At:	Canol y Clwt	
Construction	Materials	Wood, mainly British Oak with American Elm Iron bolts	
	Decks	Single Deck of Yellow Pine	
	Bulkheads		
Propulsion	Type	Sail	
	Details	Oars, Square Rigged,	
	Number	13073	
Dimensions	Length	47 ft	6 ins
	Beam	15 ft	5 ins
	Draught	8 ft	9 ins
Tonnage	Gross		
	Net	48 Tons	
Owner	First	John Jones & Henry Jones	
		Porthmadog	
	Last	Hugh Jones (Blockmaker)Porthmadog	
		Cornhill, Porthmadog	
	Others	John Henry Williams (Ironfounder.)Porthmadog.	
Registry	Port	Porthmadog	
	Flag	British	
	Number	13073	
History	Routes	From Porthmadog	
		UK coastal ports	
	Cargo	Roofing Slate	
Final Voyage	From	Porthmadog	
	To	Newport, S Wales	
	Captain	R Evans	
	Crew	3	
	Passengers	0	
	Cargo	Slate	
Wrecking	Date	8 th , December 1886	
	Location	Pwllheli Beach	
	Cause	Gale force winds	
	Loss of life	0	
	Outcome	Total Loss	

7. Analysis

The research for this vessel has been largely the story of one very large event which made newspaper coverage both useful and confusing. The sheer number of accounts of the storm damage in the area was, at first overwhelming. It was not until the scale of the storm of 1886 was appreciated that the reason for this was understood. The decision was made to collect these accounts for possible further investigation but to limit use to those following or adding to understanding of the story of the *Endeavour* itself, but this took some time.

Access to the newspaper archive of the National Library of Wales as well as that of the British Newspaper Archives has proved useful in following this story. The archives of the RNLi (Lifeboat Magazine) have also provided useful information on the area and some previous events in the life of the ship. Both the NLW and RNLi archives are free online. The *Quarterly Journal of the Royal Meteorological Society* provided information on the storm itself and was accessed through a Google search.

Background reading and local online sites provided the links between the development of Porthmadog and local ship building. The survey report of *Endeavour* 28th July 1845 (Appendix A) was accessed via CLIP and provided, not only a useful tool in understanding the detail of the build but also provided interesting first-hand background to the story of the ship.

For this study it was sometimes difficult to follow the daily life of the ship as records were not always easy to find or link in. CLIP was less useful in providing detail on changes of crew as access to crew lists for the ship were not available.

One of the other difficulties has been in following leads with a large number of ships having the same name, particularly where masters also share a surname. For example, looking at the years chosen to explore the vessel's cargoes and destinations, we find that 1848 has 8 ships sharing the name *Endeavour* and one of these, registered in Chester, having a captain of the same surname, Jones. In 1866, 36 sailing ships with the name '*Endeavour*' are registered in the Mercantile Navy List but only 3 of these are in Lloyds Register, which would provide the master's name. Once Captain Thomas was established as master of the *Endeavour* in 1866 it became easier to follow voyages in the newspaper archives for that year. The problem arises again for 1880 where there are 25 '*Endeavour*'s with only four masters named (LRS).

8. Conclusions & Recommendations

The project provided an insight into the life of a small merchant ship of the time and clear links with both the history of Porthmadog and the slate trade, which was as hoped.

There is one conflicting account of the wreck position, but the eye-witness newspaper accounts appear to be the most credible as they all agree to the *Endeavour* being one of the vessels aground on the beach at Pwllheli.

There was some confusion with vessels and voyages, as mentioned in the analysis, but by using the Mercantile Navy Lists, it was possible to see where ships were based and make a judgement on the likelihood of reports being of the *Endeavour* of Porthmadog where it was not stated. Lloyds Register gave a smaller selection of ships but provided a master's name. By combining both sets of information, it was possible to gauge the most likely vessel, even where the master's name was missing.

Most of the web-sites accessed were free to view, the exception being the British Newspaper Archives. However, if this is a problem, the National Library of Wales newspaper site and Lifeboat Magazine Archive (RNLI) are recommended for reports as they are free and easily accessed.

I do not think that there is much merit in further work on the *Endeavour* wreck site, unless this were to be part of a larger piece of work on the vessels lost on the beach that day. It would appear that most were either re-floated or sold as salvage. Further work following up online, the history of the other vessels mentioned, seems the most productive way to do this. If sufficient information could be brought together, an account of that day could be of interest to the community at Pwllheli. Included, (Appendix C), is a list of the ships which were named in articles searched regarding the storm of 8 & 9th December 1886, with some of the information gained.

In the history of this vessel there is an example of both a lifeboat rescue and a similar event, where a lack of lifesaving facilities to hand may have resulted in a number of deaths. It also highlighted the bravery of those on land prepared to expose themselves to great risk in rescue attempts and the community response to the care of survivors during maritime disasters.

The references to the response of the local community provides a point of interest but it also highlights the development of organised support, in both charitable and government institutions such as the Royal National Lifeboat Institution, the work of the Maritime and Coastguard Agency and the Royal Benevolent Shipwrecked Fishermen and Mariners' Society, which still exists today as the Shipwrecked Mariners Society.

9. References

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- List of the Welsh Wreck Web Research Project (Madu)

Map:

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Appendices: Appendix A – Survey report of Endeavour 28th July 1845 (CLIP)

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.	Chain	inches.	N ^o .	Weight
Fore Sails,	150	Chain	1 1/2	Bower,	8 0 10
Fore Top Sails,	50	Hempen Stream Cable	5 1/2	Stream,	1 2 10
Fore Topmast Stay Sails,		Hawser		Kedge,	1 0 11
Main Sails,	50	Towlines	2 1/2		
Main Top Sails,	40	Warp	3		
end		All of	quality.		

Her Standing and Running Rigging are full sufficient in size and of the very best in quality.

She has One Good Long Boat and _____

The present state of the Windlass is 1st quality Capstan _____ and Rudder of British Oak

General Remarks—Statement and Date of Repairs.

I have regularly surveyed his vessel while Building In order to fill up my report of vessels building I enquired of Mr. Henry Jones, for what class she was intended. In reply he said that he intended to build her in accordance with the Rules for a Twelve year ship, and that she was for sale. But of late, he more fully explained his intention and said, that of his son John Jones on his return from Brazil would wish to have her— he intended to finish her for him, of the very best materials in every respect. As certainly she is built by the said John Jones is a promising young man, having made several Voyages to South America in the Capacity of First Mate his Father them are the owners of this good but small vessel.

She has Sails
by 1 Main sail
1 Tussail
3 Jibs
1 Squaresail
1 Ruff
1 Fore top sail

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed Y.P.A.1

The Amount of the Fee.....£ / _____ is received by me, *John Jones*

Special£ _____

Committee's Minute 28th July 1845

Character assigned Y.P.A.1 *per J.P. Gray*

J.P.

Please to send me a Certificate of the Classification of this vessel.



Rec. 8 Aug 1845

No. 138 Survey held at Port Madoc Date 25th July 1845
 on the Smack Endeavour Master Wm Jones
 Tonnage 48 Built at Port Madoc When built Sounded 25th July 1845
 By whom built Henry Jones Owners Wm Jones & Henry Jones
 Port belonging to Port Madoc Destined Voyage Port Madoc to Portsmouth
 If Surveyed Afloat or in Dry Dock Opened in hard ground Beach

Length aloft	47 6	Extreme Breadth	15 5	Depth of Hold	8 9
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Scantlings of Timber.		Thickness of Plank.	
Timber and Space	each	Outside.	Inside.
Floors	8 Moulded 9 7	Keel to Bilge	2 3/4 Foot Waling 2 3/4
1 st Foothooks	7 " 7 6	Bilge Planks	1/2 Bilge Planks 2 3/4
2 nd Ditto	6 " 6 5	Bilge to Wales	2 Ceiling in Flat 2
3 rd Ditto	" " " "	Wales	3 3/4 Ditto Bilge to Clamp 1 3/4
Top Timbers	5 " 5 3 3/4	Topides	1 3/4 Hold Beam Clamps 1 3/4
Deck Beams N ^o . of 12	7 1/2 " 7 1/2 6	Sheer Strakes	2 Deck Beam Ditto 3 3/4
Hold Beams N ^o . of 9	7 " 7 6	Plank Sheers	2 Ceiling 'twixt Decks 1 3/4
Keel	9 " 9 10	Water-Ways	3 1/2 Hold Beam Shelves 1 3/4
Kelsons	" " " "	Upper Deck	2 3/4 Deck Beam Ditto 1 3/4

Copper.		Iron.	
Heel-Knee, and Dead Wood shaft	7/8	Hold Beam	3/4
Scarphs of Keel	1/8	Deck Beam	3/4
Floor Timber Bolts	1/8		
Kelson ditto	1/8		
Transoms and throats of Hooks	7/8		
Arms of Hooks	3/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are quite free from all defects. The Floors and first Foothooks are composed of 2nd 2nd Timber. The other Foothooks and Top Timbers of 2nd 2nd. The Shifts of the first and second Foothooks are not less than 2 feet 6 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet. The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well checked with a Butt at each end of the check. The Main Kelson is composed of British Oak and the False Kelson of British Oak. The Scarphs of the Kelsons are not less than 2 feet 6 inches. The Deck and Hold Beams are composed of British Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of British Oak. The Wales and Black-strakes are of 2nd 2nd. The Topsides of British Oak. The Sheer-strakes and Plank-sheers of 2nd 2nd. The Water-ways of 2nd 2nd. The Decks of Yellow Pine State of good quality. The Shifts of the Planking are not less than 4 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought between the Bilge Planks of British Oak. The Ceiling, Lower Hold, of British Oak. Between Decks of British Oak. Shelf Pieces of 2nd 2nd Clamps of 2nd 2nd.

Fastenings.—To Hold Beams 5 inches diagonally, British Oak Nails. Deck Beams double scupping British Oak Nails 2 1/2 inches sufficient in size. Number of Breasthooks 3 Painters 3 Crutches 3. Butts End Bolts are of Iron in the Bottom, and a Bolt is each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship is of the best quality. We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John Jones
 Surveyor's Name John Jones

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.



General remarks transcribed from the report reads:

I have regularly surveyed this vessel while building in order to write up my report of vessels' building. I enquired of Mr Henry Jones of what class she was intended, in reply he said that he intended her in accordance with the rules for a Twelve Year Ship and that she was for sale, but of late he more fully explained his intention and said that if his son, John Jones on his return from Brazils should wish to have her, he intended to finish her for him in the very best materials in every respect/ as certainly she is built. The said John Jones is a promising young man having made several voyages to South America in the capacity of first mate. His father and him are sole owners of this good/but small vessel.

Appendix B.

The story of Henry Jones' son, John Henry Jones, first master of the *Endeavour* ends only two years after the final moments of his first ship, on the 12th May 1870:

"Colli llong.-Fel yr oedd y Ilostr feohan Love, o'r lie hwn, ar ei thaith adref o Gaerdydd, daliwyd hi gan y dymmestl fawr yn Sianel Bristol. Aeth i'r gwaelod, a chollwyd y bobl. Y meistr oedd Mr. J. H. Jones, mab y diweddar Mr. Henry Jones, Ship Builder, o'r lie hwn. Un O L-yn oedd y llall. Gadawodd y ddau weddwon ao amddifaid ar eu hoi."
The news report in the *Baner ac Amserau Cymru* (NLW) of the loss of the *Love* on the 18th May 1870.

Translated as:

"Lost ship. — As the small vessel *Love*, from this place, was on her journey home from Cardiff, she was caught by the great storm in the Bristol Channel. He went to the bottom, and everyone was lost. The master was Mr. J. H. Jones, son of the late Mr. Henry Jones, Ship Builder, of this place. One of the others was from the Llŷn. Both left widows and orphans behind. "

The London Evening Standard tells of reports from the morning of the 12th May that a schooner had been seen to sink about 5 miles west of Caldy Island near Tenby, Pembrokeshire. The next day a piece of a stern was washed ashore proving to be from the *Love* and her crew was presumed drowned. Lloyds Lists ,16th May 1870 (BNA) reports.

TENBY, 13th May.—*Part of the stem of the Love, of Port Madoc, laden with tin, has come ashore at Skringle Head, and it is supposed that she has been lost there.*

She was reputed to be the first Porthmadog vessel to go to the Baltic, 'north about', that is by a route around the North Of Scotland.

(Key search words, Jones:Love:Wreck)

Appendix C. Wrecks in Cardigan Bay associated with the storm of the 6th December 1886.

Ship	MADU No.	Type	Home Port	Information	Built
Endeavour	269	Smack	Porthmadog	Stranded/sold as a wreck/ all saved	Porthmadog
Sam Slick	264	Schooner	Plymouth	Stranded/sold as a wreck/ all saved.	Galmpton, Devon.
Scotia	266	Schooner	Chester	Stranded/ all saved/sold as a wreck.	New Brunswick
Wild Rose		Brig	Norway	Driven ashore/ all saved	Norway
Leader, Betsy and 4 others		Fishing boats	Hoylake	Driven ashore/all saved	Cheshire
The Physician		Schooner	Caernarvon	Stranded on Gimblet rocks	Pwllheli
Try Again	263	Fishing Smack	Local	Capsized and sunk.	Porthmadog
Quarryman		Schooner	Caernarvon	On Gimblet rocks/recovered/lost in gales in 1893.	Pwllheli
(This could be the Sam Slick).	264 ?	Schooner	Plymouth	Wrecked / all hands lost.	Unknown
Mary Ann	267	Smack	Cardigan (New Quay)	Stranded & wrecked/ all hands lost.	Newquay
Ann Mitchell	265	Schooner	Swansea	Disappears from lists (MNL & LRS) in 1887. Changed ownership.	Burton Stather
John & Ann	268	Smack	Aberystwyth	Stranded/Captain Isaac Jones lost overboard/ sold as a wreck.	Aberystwyth
Lady Fielding	380	Schooner	Chester	Driven ashore. Refloated. Continued on MNL lists	Flint
Susanna Gwenllian	262	Sloop	Aberystwyth	Changed owner in 1887 and disappears from record.	Newquay, Cardigan