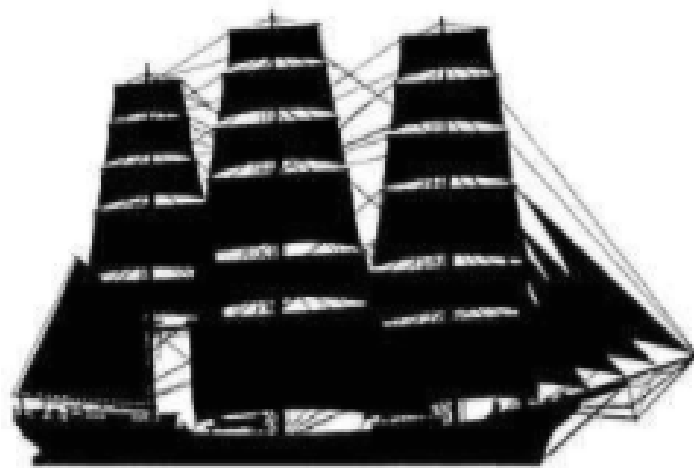


**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Eulomene (Sailing Ship)**



3 Masted Sailing Ship

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

Report Title:

**Welsh Wreck Web Research Project
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On-line research into the wreck of the:
*Eulomene (Sailing Ship)***

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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 Eulomene (MADU Ref #247).

The Eulomene was built in 1877 in Liverpool for H. Fernie and Sons. The Eulomene sailed two main routes UK-Australia-San Francisco-UK and UK-Calcutta-UK the latter carrying jute and linseed. On Jan 29 1881, while sailing to Liverpool from Calcutta the Eulomene ran aground in bad weather on St Patrick's Causeway (Sarn Badrig). Although some of the cargo was salvaged the Eulomene could not be saved.

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

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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

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3.0 Introduction

The Eulomene was picked as:

- she covered a period of sea history when large sailing vessels still sailed major trading routes worldwide
- I live overseas and the research would be conducted online, sufficient documentation should be available to build a good history of the Eulomene

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- What was the story leading up to the sinking?
- What caused the sinking?
- What happened after the sinking? Has anyone previously investigated or researched the vessel back story?
- Has anyone dived, recorded, surveyed or worked on the site?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

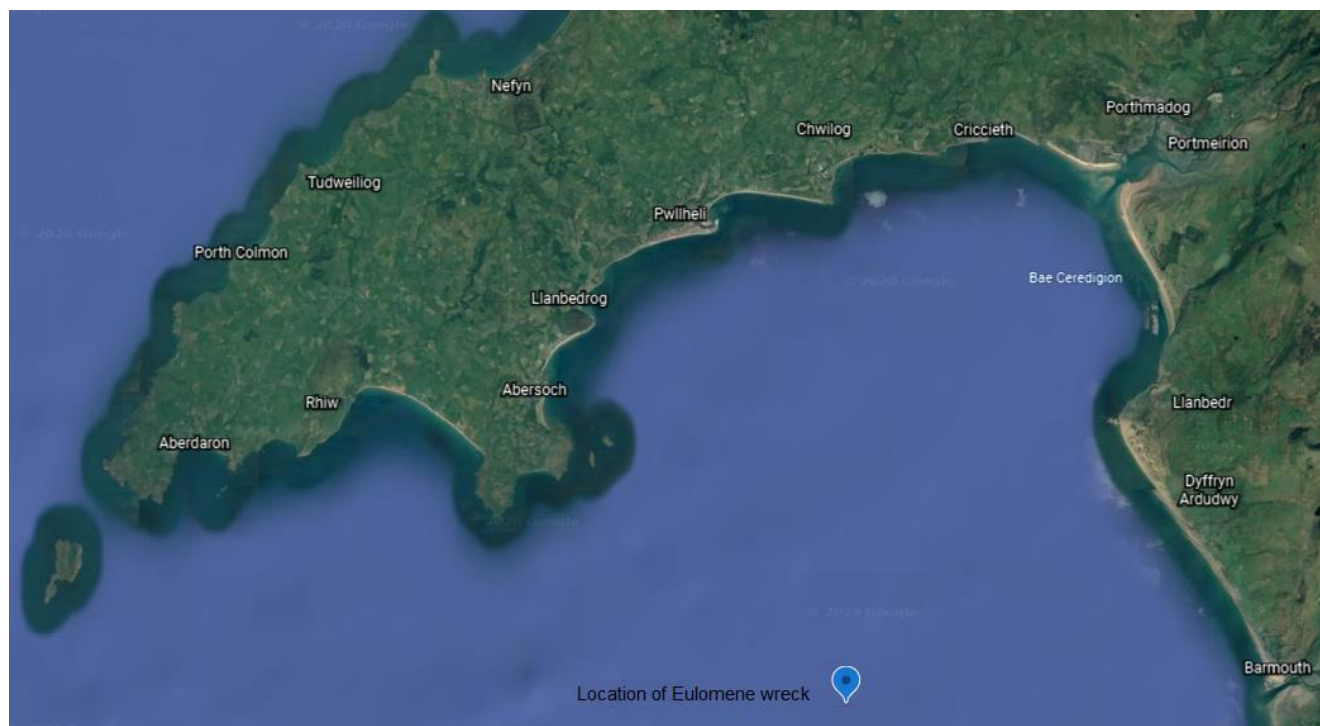
Prior to starting this research the only known data available was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref
247	29/01/1884	Eulomene	Cardiganshire	Cardigan Bay, St Patrick's Causeway	wrecked	Fully Rigged Ship	iron	rl, rc, ch

On Jan 29 1884 while sailing from Calcutta to Liverpool with a cargo of jute and linseed the Eulomene ran aground on St Patrick's Causeway (Sarn Badrig) approximately 12 miles SE of Pwllheli and 7 miles WNW of Barmouth (Fig 1). Although some of the cargo was saved the Eulomene eventually broke up.

Fig 1: Location of Eulomene Wreck January 29 1884



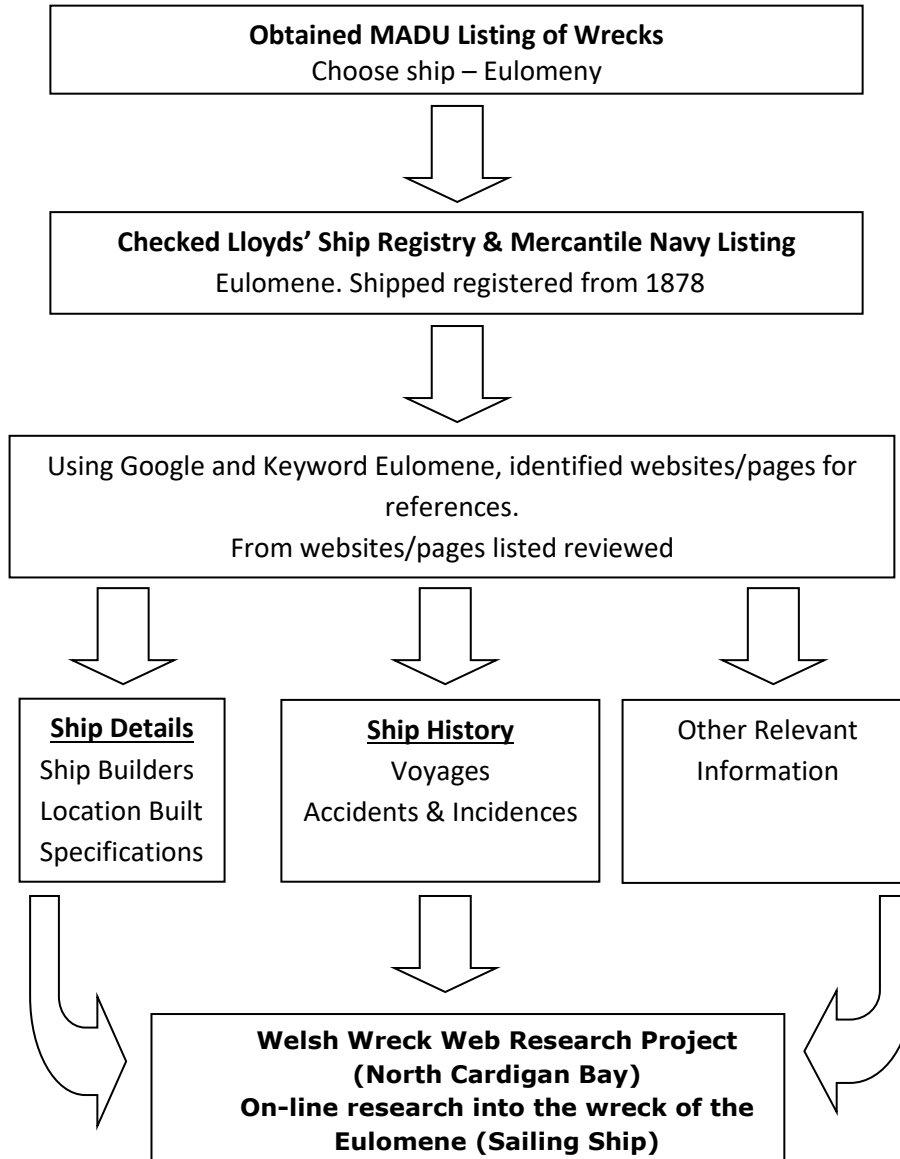
5.0 Research Methodology

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: Eulomene Specification and History

Vessel	Name/s	Eulomene		
	Type	3 mast Fully Rigged Sailing Ship; Lloyds'100A1		
		General Cargo & Passenger		
Built	Date	Laid Down: N/A		
		Launched: 07/11/1877		
		Delivered: Dec 1877		
		Cost: N/A		
	Builder	Potter		
		Queen Dock, Liverpool; Yard#74		
Construction	Materials	Iron-hulled		
	Decks	2 deck; Passenger deck 36ft; Forecastle 28ft		
	Bulkheads	1		
Propulsion	Type	Sail		
	Details			
Dimensions	Length	251ft	0ins	m
	Beam	39ft	3ins	m
	Draught	24ft	0ins	m
	Gross	1678 tons		
	Net	1624 tons		
	Under Deck	1552 tons		
Owner	First	H. Fernie & Sons		
	1877	Liverpool		
	Last	Liverpool Shipping Co. Ltd - H. Fernie & Sons		
		Liverpool		
Registry	Port	Liverpool		
	Flag	British		
	Number	78734		
	Code	W.V.M.J.		
History	Routes	Worldwide		
	Cargo	General		
Final Voyage	From	Calcutta 29/09/1884		
	To	Liverpool		
	Captain	Menmuir		
	First Officer	Quinn		
	Crew	28, 1 stowaway		
	Passengers	0		
	Cargo	Wheat, Linseed, Jute		
Wrecking	Date	29/01/1884		
	Location	52.42.309'N 04.19.899'W; St Patrick's Causeway (Sarn Badrig), ~12 miles south of Pwllheli; 11 miles W of Barmouth		
	Cause	Weather		
	Loss of life	0		
	Outcome	Ship wrecked, cargo partially salvaged. Ship sold for £750		

7.0 Analysis

- A latter built ship was also named Eulomene (1891 - 1905).
- Official #: 78734. Code: W.V.M.J.
- Launched from W.H Potter & Son shipbuilding and engineering works at Queen's Dock, Liverpool on Nov 7 1877. The Eulomene was built for Henry Fernie & Sons of Liverpool. The Eulomene is classed 100A at Lloyd's and 20 years in the red in the Liverpool underwriters books, but her scantlings are considerably in excess of her requirements (see Appendix A, B, C).
- Henry Fernie & Sons owned a number of ships known as 'omene' in their name.

From newspaper articles The Eulomene was recorded:

- Dec 25 1877 Towed out of Liverpool by the tug United States bound for Melbourne (see Appendix D). Released by tug at 10pm on Dec 26 off Tuskar, wind NW, fresh breeze.
- Apr 01 1878: arrived Melbourne.
- July 29 1878: arrived San Francisco from Melbourne.
- Sep 09 1878: sailed from San Francisco to Liverpool.
- Nov 29 1878: sighted 31 deg 8S 28deg 54W.
- Jan 29 1879: arrived Liverpool from San Francisco.
- Feb 06 1879: advertising loading for voyage to Calcutta.
- Feb 07 1879: centre of labour riots at Waterloo Docks, Liverpool (see Appendix E).
- Mar 13 1879: departed Liverpool for Calcutta with cargo of salt.
- Mar 14 1879: sighted off Tuskar.
- Mar 18 1879: sighted 50N 9W.
- Apr 08 1879: sighted 9S 38W, 23 days out from Liverpool.
- Jun 16 1879: arrived Calcutta from Liverpool.
- July 29 1879: Charter and Engagements to New York: 10k bags of linseed, 200 tons light freight, balance linseed and (or) measurement at goods \$3.75, options of 100 tons catch at chartered rates and 100 tons saltpetre at \$2; 5k bags of Linseed at \$4.
- Aug 28 1879: departed Calcutta for New York with cargo of Redwood 8 tons; Shellac & Buttonlac 132cwt; Jute Cuttings Butts 638 bales; Jute including rejections 2800 bales; Linseed 122 tons; Gunnies 130800 pieces, Cow Hides 13900; Buffalo Hides 11900; Goat Skins 23500; sugar 7 tons.
- Nov 11 1879: passed Ascension Island.
- Dec 18 1879: arrived New York from Calcutta.
- Jan 10 1880: advertising for next voyage Liverpool to Melbourne.
- Jan 30 1880: departed New York for Liverpool.
- Feb 22 1880: arrived Liverpool from New York.
- Apr 26 1880: departed Liverpool for Melbourne.
- May 16 1880: sighted 3N 25W (20 days out).
- July 07 1880: arrived Melbourne from Liverpool.
- Aug 29 1880: arrived Newcastle N.S.W from Melbourne.
- Sept 1880: departed Newcastle N.S.W for San Francisco.
- Nov 28 1880: arrived San Francisco from Newcastle N.S.W.
- Jan 05 1881: while at wharf had one of her plates dented by collision with the steamer City of Stockton.
- Jan 19 1881: departed San Francisco for Liverpool.

- May 15 1881: sighted 41N 35W.
- Jun 1881: arrived Liverpool from San Francisco.
- Jun 26 1881: departed Liverpool for Calcutta with cargo of salt.
- July 19 1881: sighted 15N 26W, all well.
- Aug 01 1881: sighted 6S 26W, steering south.
- Oct 07 1881: arrived Calcutta from Liverpool.
- Oct 1881: chartering for jute at £3 10s.
- Nov 12 1881: an apprentice Arthur Marshall is supposed to have fallen overboard while the Eulomene was lying off #2 Esplanade Moorings. The body was found floating off Prinsep's Ghaut. The case was under inquiry both ashore and onboard.
- Dec 10 1881: departed Calcutta for Dundee.
- Jan 31 1882: passed Cape Point.
- Feb 14 1882: passed St Helena.
- Apr 01 1882: passed eastward of Dungeness.
- Apr 05 1882: arrived Dundee from Calcutta; 116 days at sea with 11800 bales of jute.
- Apr 29 1882: departed Dundee for Liverpool in ballast.
- May 11 1882: arrived Liverpool from Dundee.
- May 31 1882: departed Liverpool for Calcutta under tow of the tug Wrestler. The Eulomene was cast off at 10am on Jun 1 off Tuskar. Cargo salt.
- Sep 11 1882: arrived Calcutta from Liverpool (see Appendix F).
- Nov 1882: advertising freight rates via The Cape of 400 tons wheat at £1-5s, 2000 tons of jute and linseed at £1-17s-6d.
- Dec 01 1882: Eulomene took the berth engaging a full cargo of linseed and juts at 37s 6d and wheat at 25s.
- Dec 03 1882: departed Calcutta for Liverpool.
- Feb 06 1883: passed St Helena.
- Feb 28 1883: sighted 14N 33W.
- Apr 05 1883: arrived Liverpool from Calcutta. Upon arrival a murder suspect A.B Manuel Zaldine (Portuguese) was handed to police. Zaldine who signed on in Calcutta was accused of stabbing shipmate Henry Hereford after an argument whilst in mid ocean on Dec 11th 1882. Hereford died on from his injuries. After trial Zaldine was sentenced to 5 years penal servitude.
- Jan 07 1883: departed Liverpool for Calcutta with a cargo of salt.
- May 07 1883: sighted 7N 24W, 21 days out.
- May 28 1883: arrived Calcutta from Liverpool.
- Aug 01 1883: advertising wheat and linseed at £1-16s-3d.
- Sep 29 1883: departed Calcutta for Liverpool with 1580 tons wheat, 954 tons linseed, 500 bales jute with rejections.
- Oct 19 1883: sighted 5N 83E.
- Dec 31 1883: A.B William Brady died onboard of heart disease.
- Jan 29 1884: ran aground on St Patrick's Causeway (Sarn Badrig), Cardigan Bay about 12 miles SE of Pwllheli at 10am in bad weather. Attempts to summon help by firing rockets failed and after a few hours the two forward lifeboats were launched and the crew left the ship, over which the sea was making a clean breach.

Shouts from the bay and heard ashore suggested a ship was in trouble somewhere and after two boats were observed an ordinary open boat was rowed out from Gimblet Rock, Pwllheli by four men. The boat came across the 2 lifeboats with the crew which had been rowing round for 12 hours and brought them ashore. Although the crew had fired rockets before leaving the Eulomene which were heard by the Criccieth lifeboat no lifeboat was launched (see Appendix G, H).

- Jan 30 1884: a telegram from the owners stated the ship was aground on the Causeway; ship full of water, crew of 28 plus 1 stowaway landed at Pwllhwli. Weather permitting cargo could be salvaged. Further telegrams asked if pumps could put onboard and that agents were ready to go to the scene. Liverpool Salvage Association was also contacted.

Two fishing boats from Pwllheli and a tug from Porthmadoc sailed out to the Eulomene.
- Jan 31 1884: the tug went with steam appliances for the Eulomene has put into Pwllheli due to bad weather preventing boarding of the Eulomene.
- Feb 02 1884: Liverpool Salvage Association reported that their ship could not get within 2 miles of the Eulomene due to the weather. Captain Archer reported that the Eulomene had a slight list to starboard, the masters were intact and the ships stern is on to the sea.
- Feb 04 1884: Liverpool Salvage Association reported that the main deck much out of shape, fore and mainmast settled about one foot, rigging slack midship, house and topgallant forecabin washed away and cabin gutted. The level of water in the Eulomene falls and rises with the tides.
- Feb 07 1884: Liverpool Salvage Association reported that the Eulomene had shifted her position slightly during the recent gales. Some sails and gears had been saved and some of the cargo might be saved when the weather moderates. However chances of saving the ship were poor.
- Feb 12 1884: Eulomene and cargo advertised for sale on Feb 19. Adverts for cargo and salvaged items continued into May (see Appendix I, J).
- Feb 23 1884: tribunal found the master at error for not knowing his position and not using his lead. However the court although blaming him refrained from touching his certificate.
- May 23 1888: the yacht Lilly stranded on St Patrick's Causeway (Sarn Badrig) upon the wreck of the Eulomene and sank (see Appendix K, L).

In the timeline listed above a ship could be sighted by two means. The first means would be by a lighthouse or sighting point on land e.g. The Lizard, Deal where ships would be constantly passing. The second means would be called "spoken to". This is where two ships identify each other while passing and normally would take place way out to sea. Depending on where the ship was "spoken to" that information may not be conveyed ashore for up to 6-8 weeks. It should be remembered that for long periods of time, no one knew where these ships were after they left a port. Looking through the newspaper archives many ship just disappeared after leaving a port.

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 Eulomene from when she was built to her wrecking on St Patrick's Causeway (Sarn Badrig) on Jan 29 1884.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. 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. As Eulomene is not a common word newspaper reports were easily viewed due to their number.

The Eulomene played an important role in the British shipping industry carrying cargo and passengers to Australia, North America and India.

Even after ships have wrecked they still pose a threat to other shipping as illustrated by the wrecking of the yacht Lily which in May 1888 ran aground on the Eulomene wreck and sank (Appendix M).

9.0 References

9.1 Online WebPages

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

<https://archive.org/details/HECROS1878/page/n375/mode/2up?q=Eulomene>

http://www.barsailinst.org.uk/webdocs/I26_12_2019.pdf (Page 17)

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

<https://coflein.gov.uk/en/site/272521/details/eulomene>

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

<https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-iron475-0206-r>

<https://rnliarchive.blob.core.windows.net/media/1120/0133.pdf> (Page 23)

<https://www.sellingantiques.co.uk/211564/seamans-chest/>

http://shippingandshipbuilding.uk/view.php?year_built=1877&builder=&ref=227676&vessel=EULOMENE

<https://www.worthpoint.com/worthopedia/sailing-ship-sierra-miranda-glengarry-307123250>

<https://www.wrecksite.eu/wreck.aspx?169460>

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

The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden

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

Appendix C: Eulomene Survey Conducted, December 1877 in Liverpool

IRON SHIP.

No. 2586 Surveyed at *Liverpool* Date, First Survey *18th January 1877* Last Survey *17th December 1877*

Name of Ship *"Eulomene"* Master *W. Menmuir*

Built at *Liverpool*

When built *1877* Launched *7th March 1877*

By whom built *W. H. Pether & Son*

Owners *H. Furness & Co.*

Port belonging to *Liverpool*

Destined Voyage *Melbourne*

If Surveyed while Building, Afloat, or in Dry Dock. *While building and fitting out in dock.*

TONNAGE under Tonnage Deck *1552.00*

DATE OF DEPARTURE *93.05*

DATE OF ARRIVAL *35.07*

GROSS TONNAGE *1678.12*

NET TONNAGE *54.08*

REGISTER TONNAGE *1624.04*

ONE OR TWO DECKED, THREE DECKED, VESSEL. *ONE OR TWO DECKED, THREE DECKED, VESSEL.*

NEAR OR ANNING-DECKED VESSEL.

HALF BREADTH (moulded) *17.65*

DEPTH from upper part of Keel to top of Upper Deck Beam *24.80*

GIRTH of Hull Midship Frame (as per Rule) *40.68*

1st NUMBER *76.58*

2nd NUMBER *20767*

PROPORTIONS—Breadth to Length *37.7*

Depth to Length—Upper Deck to Keel *27.10*

LENGTH *240*

DEPTH *24.80*

BREADTH *35.96*

POWER OF ENGINES *24 3*

NUMBER OF DECKS WITH FAT HEADS *2*

NUMBER OF TIERS OF BEAMS *20*

Part	Thickness	Distance from Moulding Edge to Moulding Edge, all Fore and Aft	Distance from Keel to Top of Upper Deck Beam	Distance from Keel to Top of Lower Deck Beam
KEEL, depth and thickness	4 x 2 1/2	24	24	24
KEEL, moulding and thickness	4 x 2 1/2	24	24	24
KEEL, POINT for Rudder do. do.	4 x 2 1/2	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2 x 5 1/2	24	24	24
FRAMES, Angle Iron, for 1/4 at each end	5 1/2 x 5 1/2	24	24	24
REVERSED FRAMES, Angle Iron	5 1/2 x 5 1/2	24	24	24
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	3 1/2 x 10	24	24	24
FLOORS, thickness at the ends of vessel	3 1/2 x 8	24	24	24
FLOORS, depth at 1/4 the half-birth, as per Rule	3 1/2 x 12	24	24	24
FLOORS, length extended at the Bilge	3 1/2 x 20	24	24	24
BEAMS, Upper, Square, on Stringer Deck	9 x 9	24	24	24
BEAMS, Lower, Square, on Upper Deck	9 x 9	24	24	24
Average space	48	24	24	24
BEAMS, Lower Deck, Square, on Upper Deck	10 x 10	24	24	24
BEAMS, Lower Deck, Square, on Upper Deck	10 x 10	24	24	24
Average space	48	24	24	24
KEELSONS, Centre line, single plates	18 x 18	24	24	24
KEELSONS, Rudder Plate	12 x 13	24	24	24
KEELSONS, Angle Irons	5 1/2 x 4 1/2	24	24	24
KEELSONS, Side Interstitial Plate	5 1/2 x 8	24	24	24
KEELSONS, Angle Irons	5 1/2 x 4 1/2	24	24	24
Attached to outside plating with angle iron	5 1/2 x 5 1/2	24	24	24
BILGE, Angle Irons	5 1/2 x 4 1/2	24	24	24
BILGE, Angle Irons	5 1/2 x 4 1/2	24	24	24
BILGE STRINGER, Angle Irons	5 1/2 x 4 1/2	24	24	24
BILGE STRINGER, Angle Irons	5 1/2 x 4 1/2	24	24	24
Transoms, material, Knight-heads, Horse Timbers	3 1/2 x 8	24	24	24

WINDMILL *Iron (patent)* Pall Bit *Iron connected.*

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Upper deck* on *and* *every frame* *stringer*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

PLATING. Garboard, double riveted to Keel, with rivets *7/8* in. diameter, averaging *6* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked cleather, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *3/4* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked cleather, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from sr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

Edges of Main Sheerstrake, worked carvel, double riveted.

Upper Sheerstrake, double riveted.

Butts of Upper Sheerstrake, treble riveted *1/2* length amidships.

Butts of Upper Stringer Plate, treble riveted for *1/2* length.

Breadth of laps of plating in double riveting *5 1/2*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double*

Waterways, how secured to Beams *Iron gutter* (Explain by Sketch, if necessary) *Iron deck fitted on fore peak*

Beams of the various Decks, how secured to the sides? *None attached to beams & double plates* No. of Breasthooks *3* Crutches *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good quality*

Manufacturer's name or trade mark. *Hephma Roy & Son*

The above is a correct description.

Builder's Signature, *W. H. Pether & Son* Surveyor's Signature, *J. J. [unclear]*

Surveyor to Lloyd's Register of British and Foreign Shipping.

1804125-0206

Appendix D: Newspaper Advertisement for Packages on Eulomene to Australia Dec 1877



AUSTRALIAN PACKETS,
SAILING FROM
LIVERPOOL FOR MELBOURNE,
Forwarding passengers at through rates to all ports of
Australia, New Zealand, &c.
SAILING 22ND DECEMBER,
The Magnificent New Iron Clipper,
'EULOMENE.'

100 A 1 at Lloyd's. 1,595 Tons Register.
Captain THOMPSON.

This magnificent iron clipper, built by Messrs. W. H. Potter and Son, who have turned out some of the fastest ships afloat, has been specially designed for the trade, and is expected to be a fast sailer. Has a full poop and good accommodation for all classes of passengers.
For Freight or Passage apply to
WILLIAM GRACIE and CO.,
25 Water-street, Liverpool;
Or to Peter Jones and Sons, 29 Eden-quay; Hamilton
Leslie, 32 Eden-quay; Wells and Holohan, 6 Eden-quay,
Dublin.

Appendix E: Newspaper Report in Shipping and Mercantile Gazette on Labour Riots in Liverpool Feb 8 1879

LABOUR RIOTS IN LIVERPOOL.

The strikes in Liverpool assumed a serious aspect yesterday. Sailors struck and marched through the Mercantile part of the town, cheering and shouting; the rougher element mixed with the Seamen, the crowd became most threatening, and, as the day wore on, broke out into actual violence. Some hundreds of men made their way to the Waterloo Dock, where non-strike hands were at work, and where also the quays were covered with goods, the accumulation of a week, waiting shipment. The mob yelled and then sprang over the bales of goods and made for the ship Eulomene, which was being got ready for sea. On board the vessel they brandished sticks, and threatened to throw the labourers at work into the dock unless they ceased. Thus intimidated, the labourers retreated, and a scene of wild disorder followed. The crowd broke up the staging and did other damage, the small force of police on the spot being powerless to oppose them. Then a rush was made for the steamer Victoria, loading in another part of the dock, and on board of which were some Bristol labourers. The Bristol men retired below and secured themselves from violence. Not finding them, the crowd committed damage to the ship, and then returned to the Eulomene. The non-strike hands had not resumed work. After a brief interval, the mob rushed to the east side of the dock, but a force of police opposed them and drove them irresistibly into the roadway, and the dock gates were closed. The rioters intended to break into the gates, but came to the conclusion that efforts in this direction would be futile, and after throwing stones at the gates and yelling at the police, they moved away.

Appendix F: Eulomene in Calcutta 1882



From left: Sierra Miranda, Glengarry, Eulomene and others

Appendix G: Newspaper Report Feb 2 1884 on sinking of Eulomene in Caernarvon and Denbeigh Herald

**WRECK ON ST. PATRICK'S
CAUSEWAY
(SARN BADRIG), CARDIGAN BAY.**

NARROW ESCAPE OF THE CREW.

Throughout Tuesday shots from the bay were continually heard by people at Pwllheli, Criccieth, and Portmadoc, and it was the unanimous opinion of all that a vessel was in distress somewhere in the bay. Early on Wednesday morning two strange boats were seen in the bay by several persons at Pwllheli, and Lewis Morris, Arthur Blackburn, Owen Jones, and John Jones, set off in an open ordinary boat from the Gimblet Rock to them. It was soon found that the two boats—life-boats—contained twenty-nine persons, the crew of the fine full-rigged iron ship Eulomene, which had become a wreck on St. Patrick's Causeway on the previous day. The poor fellows did not know where they were, and when the four men who had gallantly set out in the small boat informed them that they were close to a place of safety, they greatly rejoiced. The little boat took one of the life-boats in tow, the other life-boat following to Pwllheli. There were fourteen persons in one boat and fifteen in the other. They had been out throughout the night, and were very wet. The Eulomene sailed from Calcutta with a cargo of wheat and linseed on October 1st, for Liverpool, to which she belonged. She had twenty eight hands all told, and one stowaway. The commander was Capt Mainmuir, the chief-officer's name being Nicholson Quinn, Birkenhead. The vessel had about 2700 tons in her. Her owners were Messrs H. Fernie and Sons, Liverpool. The Eulomene was out throughout the terrific gales of the 22nd and 23rd ult. The lead and patent log were kept on every two hours. However, the position of the vessel was not known. About 11.30 a.m. on Tuesday she struck on St. Patrick's Causeway, and began to fill with water, the sea covering her. The captain and crew kept to the ship for many hours, and fired rockets and shots from a large gun. The crew were astonished that no help was sent them from the shore. One of the officers, who was an Irishman, thinking they were near Wicklow, cursed his countrymen for not sending them immediate assistance. They kept to their vessel as long as they could. If they had stopped ten minutes more in the ship they would have been all lost. Great difficulty was experienced in lowering the lifeboats. The captain and the chief officers, who were the last to leave the vessel, lost all their effects; but the rest of the crew succeeded in saving a great deal of their clothing. They rowed about the bay for over twelve hours. On Wednesday morning they landed at Pwllheli, and were housed at the Tower Hotel and the Ship Hotel, and taken care of by Capt Richards, The Anchorage. The fact that the Criccieth lifeboat did not go out, though the crew had heard signals of distress, has roused a strong feeling in the matter. The men were ready to go, and would have gone, but for counter-instructions. It is quite time that the management of the boat should be at Criccieth. This is not the first time for complaints to be made on account of the boat not being sent out.


Appendix H: Captain Menmuir Testimony on wrecking of Eulomene

EULOMENE.—Report of William Menmuir, master of the ship **Eulomene**, of Liverpool, 1,634 tons, from Calcutta, Sept. 29, for Liverpool, with grain and jute (2,530 tons):—

Proceeded, and nothing particular happened till about the 28th inst., when he made the Irish coast, except that William Brady, A.B., died of heart disease on Dec. 31. On the 28th inst., at 8 p.m., tide being flood, weather hazy, wind W., blowing moderately, with a moderate sea from the westward, the ship was under plain sail. Ballycotton Light was made, bearing N. by W., distant about 12 miles. About 8 30 p.m. the wind backed to south, and he ordered the ship to be kept on E.S.E. course. The wind continued to veer and haul till about 11 30 p.m. (when Minehead Light was bearing N. $\frac{1}{2}$ W. 15 miles), and then came in from the W., and from that hour till 12 an E.S.E. course was kept. From 12 p.m. steered E. up to 5 a.m.; from 5 a.m. course was E. by N. till 8 a.m., and from then till 9 a.m. N.N.E., which course was kept till the ship struck on Sars Badrig Causeway, in Cardigan Bay, which was about 11 15 a.m. All sails were furled; the tide was ebbing. Got boats ready. Believed we were on the Irish coast. Made signals of distress, but nothing came, and at 8 p.m. all hands took to the boats. At 5 p.m. previous there were 5 $\frac{1}{2}$ feet water in the pumps. With the flood tide ship thumped heavily, and the sea was breaking over her. All was standing when we left the ship. The two lifeboats, with all hands, abandoned the ship about 8 30 p.m., and after getting out in deep water, clear of the surf, stood by. About 11 p.m. pulled in a northerly direction, and made a light about 3 this morning, which was the St. Tadwal's. About 9 30 a.m. he and all hands landed at Pwllheli. The lead was not used after making Ballycotton Light. He has commanded the ship ever since she has been built.—Pwllheli, Jan. 30.

Appendix I: Newspaper Advertisement for sale of Eulomene and cargo

At the **BROKERS' SALE-ROOM, WALMER-BUILDINGS,
WATER-STREET, LIVERPOOL.**
On **SATURDAY** next, **FEBRUARY 23, 1884**, at Twelve o'Clock
(If not previously disposed of by private treaty).



THE WRECK of the magnificent Mersey-
built iron Ship **EULOMENE**, as she may then lie on
the south prong of the Causeway, Cardigan Bay
(nearest railway station, Pwllheli).

TOGETHER WITH THE CARGO, consisting of 18,067 bags wheat,
weighing about 1,564 tons; 11,835 bags linseed, weighing about 957
tons; and 500 bales jute, weighing about 100 tons (only about 50 bags
linseed having been landed); also the anchors and chains, &c.,
attached, and a quantity of sails, stores, &c., which may remain on
board. The **Eulomene** was 1,624 tons register; built under special
survey, at Liverpool, by Messrs. W. H. Potter and Son in November,
1877, and classed 100 A 1 at Lloyd's and A 1* Red in the Liverpool
Underwriters' Registry; passed s.s. No. 1 in 1882; has iron lower
masts and bowsprit, lower and lower topsail yards, double topsail
yards and wire rigging. Dimensions:—Length, 251 feet; breadth,
39.3 feet; depth, 24 feet. For further particulars apply in London
to our Agents,

GEORGE KAY & Co., 72, Cornhill, E.C.; or to
**C. W. KELLOCK & Co., Brokers, Walmer-buildings,
Water-street, Liverpool.**

Appendix J: Wooden Chest Salvaged from Eulomene



Description

A C19th Painted Pine Seaman's Chest. Victorian c.1870. Rare Survivor From Merchant Ship 'Eulomene' of Liverpool. Wrecked on St Patrick's Causeway, Cardigan Bay off the Welsh Coast 1884. Underside of Lid Retains An Original Naive Painting of Said Vessel. Well Constructed Chest With Sloped Sides. Original Carrying Handles. Authentic Historical Chest In Pretty Good Order Throughout. Large Amount Of Ship Info On Google. Dimensions: 40" wide x 18" deep x 20" high. Nationwide Delivery. Interesting items Always In Stock.

Appendix K: Yacht Lily Accident as reported Manchester Courier and Lancashire Advertiser May 24 1888**YACHT ACCIDENT IN CARDIGAN BAY.****NARROW ESCAPE OF A MANCHESTER DOCTOR.**

Much excitement was created at Barmouth yesterday by a report that the pleasure yacht Lily Lister, belonging to Dr. J. H. Lister, of Manchester, which left Barmouth Harbour on Tuesday morning, had sunk in Cardigan Bay, with Dr. Lister and the crew on board. It appears that Dr. Lister was cruising in the bay, and whilst sailing near the causeway the beams of an old wreck were discovered high above water. Dr. Lister crossed the bay to report the discovery to the Board of Trade officials, who were fixing a few buoys some miles distant. In returning past the spot during high tide Dr. Lister inadvertently sailed across the wreck of the Eulomene, when the yacht struck heavily, and sank almost immediately. The boat was put down, and Dr. Lister and the crew narrowly escaped from the yacht. After being out all night in an open boat they came ashore yesterday morning.

Appendix L: Report on Sinking of the Lily, as reported in Field Jun 2 1888**THE SINKING OF THE LILY.**

SIR,—The main facts in your report of above accident are correct, but our danger has been exaggerated. The wreck we struck on has been there since January, 1884, and so far nothing has been done to remove or buoy the remains. A salvage steamer was working and getting up the cargo in the summer of that year, and therefore its existence must have been known to the authority whose duty it is to lessen the dangers of the sea. The vessel broke in two, and in June of that year I went inside the cabin in the punt. The mizen mast was standing and the poop was some 8ft. or 10ft. above low water mark. The winter gales broke it up, and when next I saw it, very little was out of water. I have passed it several times every season, but last year could not see any traces, as it was not low water spring tides. On the day of the accident, we were standing along the causeway and saw the Trinity House steamer at the buoy on the end of St. Patrick's Causeway. As we approached the south prong on which the wreck of the Eniomen lies, noticed a black object and put out the punt to survey it. It was then about low water, with the tide rising to the spring. We found an iron beam some 18in. out of the water with several pieces of the wreck nearly awash. At lowest ebbs probably, these would be visible. We then got on board and stood towards the steamer with the intention of reporting, and asking them to buoy or blast the remains, as they were dangerous, and right in the way towards Barmouth. The steamer, however, steamed away before we could reach her.

We then kept on to meet a new fishing boat which was coming to Barmouth, and after meeting her off Aberdaron, started to beat home against an easterly wind. There was a heavy westerly swell rolling in, and it was in the hollow of the sea that we struck. We had passed about half a mile inside the Causeway buoy, and kept away two points in order to clear the wreck. We, however, hauled on the wind too soon, as about five minutes after being close-hauled we struck, and guessed what had happened. This was just before half-ebb. We tried the pump at once, but the water gained, and in about a quarter of an hour was on the cabin floor, and soon after she became unsteerable, as she was by the head. Seeing that there was little chance of reaching shore, being ten miles to leeward, we began to save what we could in the fishing boat, and after filling her cockpit hove to to watch the end. The Lily sank about four hours after striking, in about eight fathoms. Had not the fishing boat been in our company no doubt it would have been a hard struggle for us to reach shore.

Now that a vessel has been lost on the wreck, perhaps something will be done to remove the danger. Is it not the duty of the Trinity House to remove or buoy wrecks? While on the subject I beg to call attention to another similar danger on the same causeway, but nearer shore. This, true, is only an anchor stock, but is about the same size as the beam which we saw. About seven years ago the E. D. Biglow stranded on the causeway, and left its anchor there. The stock is about four feet above the top of the causeway. The same thing might happen to one of the light draught vessels which often cross the causeway about high water, as there would be nothing to indicate its presence, and if there were a little sea the stock would go through the bottom of the vessel striking it. Natural dangers are bad enough, but when we have such as these in addition, something should be done to remove them.

J. H. LISTER.

Barmouth, N. Wales.

Appendix M: Diving Information for the Eulomene



Name	Eulomene (probably)	Type	Full-rigged ship
Date Lost	25/1/1884	Location	San Badrig
Cause	Bad weather	How lost	Ran aground
Hull	Iron	Weight	1,678 tons (gross)
Cargo	Wheat, linseed, jute etc.	Access	Boat only
Latitude	52° 41.330'N	Longitude	004° 19.865'W
Latitude	52° 41.309'N	Longitude	004° 19.899'W
Position fix	GPS	Datum	WGS 84
Seabed	7.5 metres (high neaps)	Wreck height	2.5 metres
Charted?	Yes	Chart symbol	Drying wreck
Slipway (1)	Barmouth	Distance by sea	10 miles
Slipway (2)	Pallhol	Distance by sea	12 miles
Slipway (3)	Abersoch	Distance by sea	10 miles
Tidal data	See text.		

For more information see:

The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden