

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



*A Smack built 1881 (Sunbeam of Colchester)*

Report compiled by:  
**Graeme Perks**

Report Title:

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*Frolic***

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## **1.0 Abstract**

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Frolic, 46 tons a cutter rigged smack was built by John Evans at St Dogmell and the first owner was Harries. The Frolic traded along the west coast of Great Britain and to Ireland. The Frolic was sold to David Thomas at the end of 1863 who also became the master. The Frolic then started travelling to the south coast of England and Europe often carrying coal. The Frolic went ashore near Bridgewater in Somerset in November 1866 and remained there for a month until the next spring tide.

In January 1867 in a gale, Frolic started taking on water and the crew were rescued before the vessel was washed ashore near Aberaeron and broke up.

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Madu

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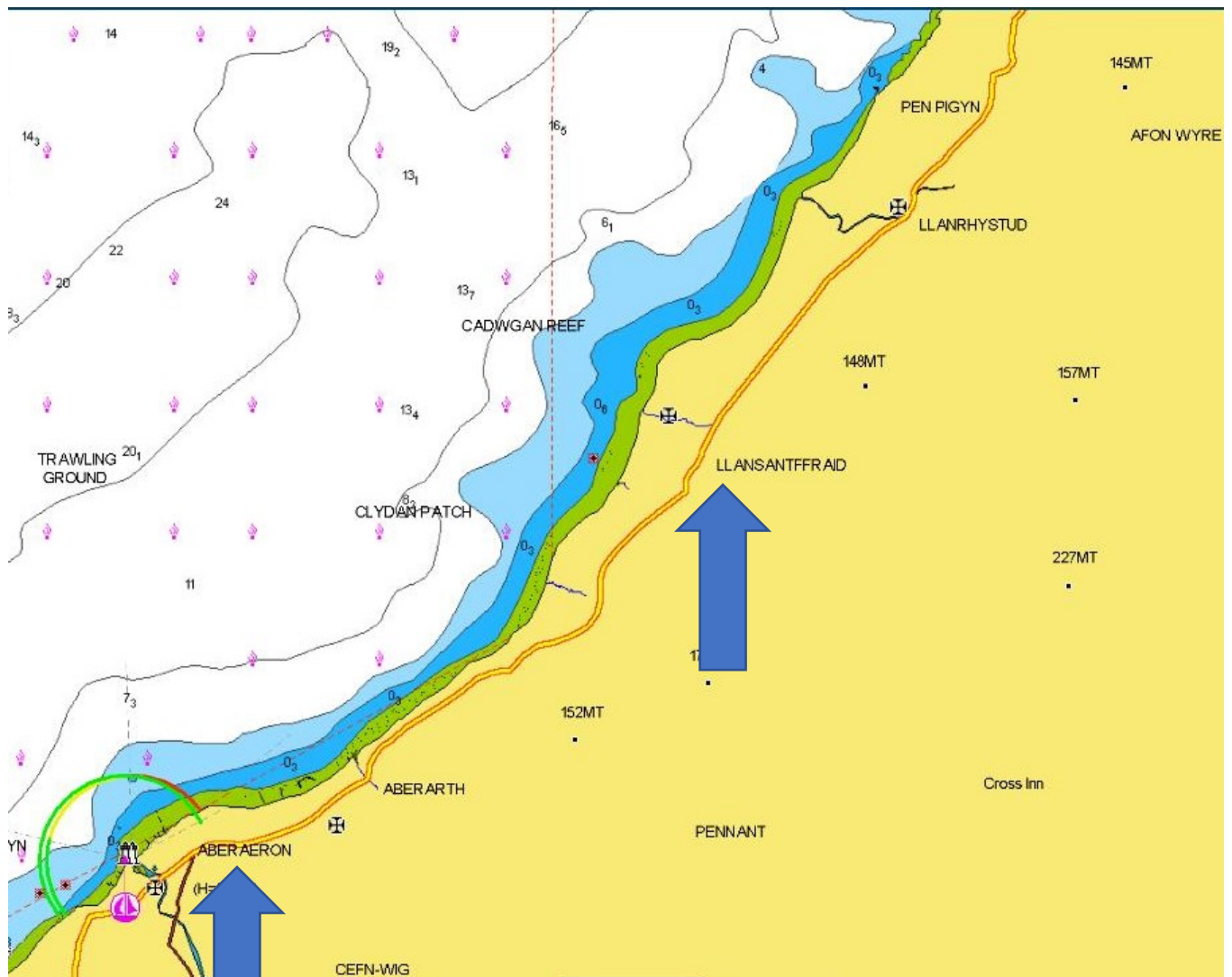
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey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

### **3.0 Introduction**

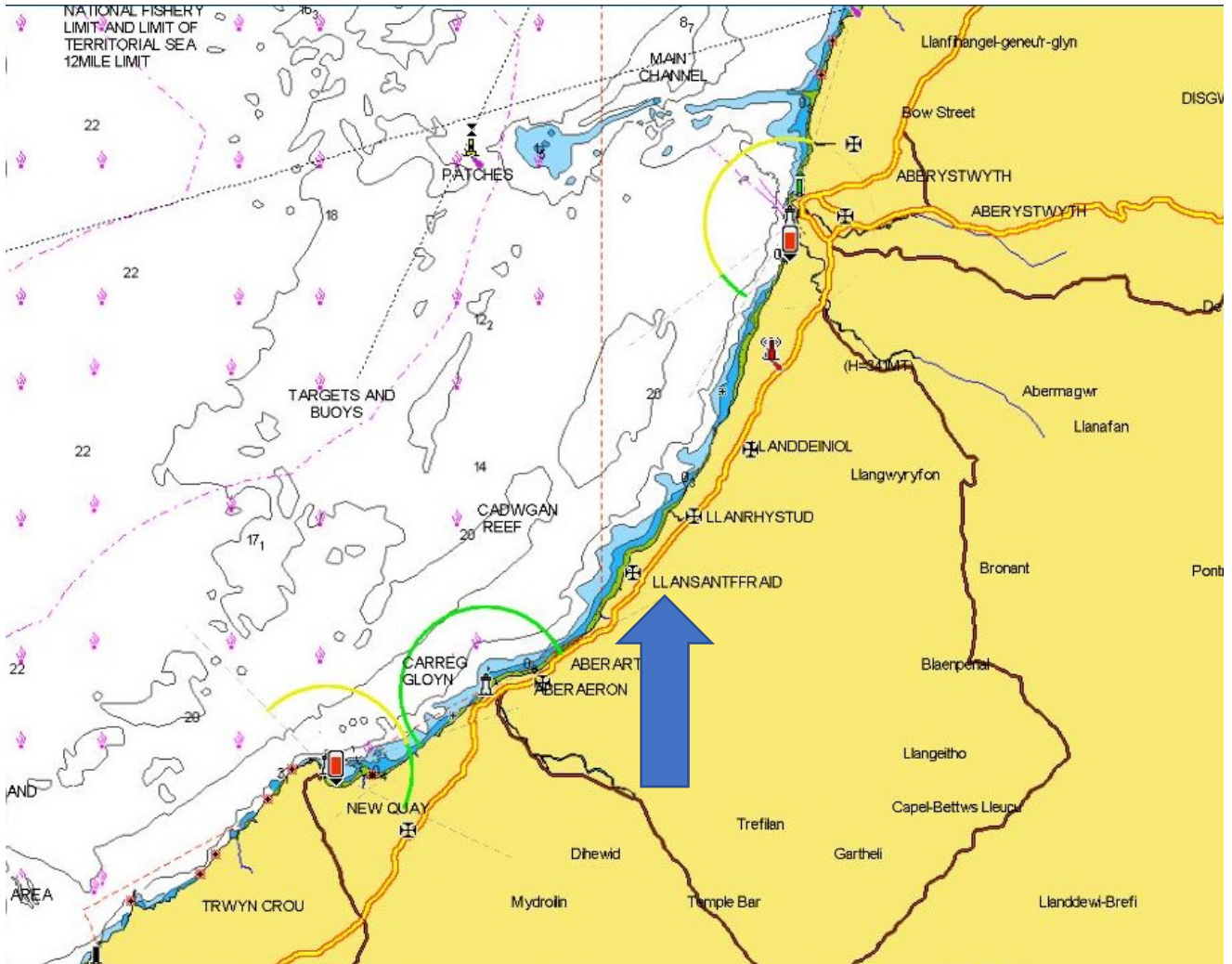
1. I selected Frolic to research because she was a sloop and wished to see how much information I could find about her and I wanted to find out what happened and to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1867.
5. To discover the cause of the event in 1867 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1867 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1867 incident and its story.
8. If there was a wreck site for Frolic and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Frolic

### 4.0 Background

When I started this project it was reported that a sloop Frolic, 45 tons built in 1857 was involved in an incident at Aberaeron, Llansantffraid on 28<sup>th</sup> January 1867.



Llansantffraid and Aberaeron



Llansantffraid and adjacent area

## 5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping ( LR ) for "Frolic " looking for details of her dimensions, master, builders and owners from 1857 with a match. I then searched yearly until 1867.

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

I searched the Crewlist Project for " Frolic " looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I followed the links for crew lists and found matches.

I searched The British Newspaper Archives (BNA) for "Frolic Launch", "Frolic Evans", "Frolic 45", "Frolic Thomas ", "Frolic Harris", "Frolic George", "Frolic Jenkins", "Frolic Jones", " Frolic Edmonds" and "Frolic Cardigan" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I searched "James Harries" in Wales with a match. I then searched "James Harries Cwmgloyne" with more matches.

I searched Welsh newspapers on line for "Frolic" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found no matches. I searched "James Harries" with no matches. I searched "Evans St Dogmell" with no matches.

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

I searched wreckeu site for "Frolic" looking for any details of the wreck with no matches.

I searched Google for "Smack Frolic of Cardigan", and "ship Building St Dogmell" with no matches. I found some general information searching for "Shipbuilding Cardigan".

## 6.0 Results

Vessel	Name/s	Frolic	
	Type	Smack	
		Cargo	
Built	Date	1857	
	Builder	John Evans	
		St Dogmael's, Cardigan	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Cutter rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	54 ft	5 ins
	Beam	17 ft	4 ins
	Draught	8 ft	3 ins
Tonnage	Gross	46 tons	
	Net		
Owner	First	James Harries	
		Cromglorie, Pembroke	
	Last	David Thomas	
		Kilgerian, Pembroke	
	Others		
Registry	Port	Cardigan	
	Flag	British	
	Number	18570	
History	Routes	From Wales to England, Scotland and Ireland	
		Later carried coal to Europe	
	Cargo	Coal, Pitwood, Oats, Pig Iron, Iron, Iron ore, Salt, Stone, Potatoes	
Final Voyage	From	Milford	
	To	Cardigan	
	Captain	Thomas	
	Crew	5	
	Passengers	None	
	Cargo	Unknown	
Wrecking	Date	28 <sup>th</sup> January 1867	
	Location	Llanon Beach 5 miles north of Aberaeron	
	Cause	Gale force winds causing vessel to leak	
	Loss of life	none	
	Outcome	Wrecked - Broke up	

**Shipping and Mercantile Gazette - Tuesday 06 October 1857**

Launch.—Cardigan 5th Oct. s.—launched at 8 this morning from Cwmgloyne Quay, St. Dogmell, a fine cutter-rigged smack named the Frolic, the property of Mr. Harries, merchant. Dimensions Length, 52 feet; breadth, 17  $\frac{3}{4}$  feet; depth, 8  $\frac{1}{2}$  feet: about 75 tons carpenter's measure. She was built by Mr. John Evans

**Shipping and Mercantile Gazette - Friday 06 August 1858**

WATERFORD—Passage—Aug. 3 :put in, The Spark schooner, Chilee, of and from Swansea, for New Ross, with stanchions & bulwarks broken, also with sails damaged, after being contact with the Frolic, of Cardigan, while at anchor off St. Gowers, Bristol Channel.

**The Cardiff Times 15th January 1859**

DETAINING A SHIP S REGISTER. Yesterday, at the Cardiff Police Court, Mr. James Harries, a gentleman living at Cwmgloyne, in the county of Pembroke, and owner of the Frolic, summoned the Captain for refusing to deliver the certificate of registry. The captain admitted he had been discharged, but said he refused to deliver up the certificate because the owner had not settled with him. The bench informed the defendant that that was no answer to the charge, and that he was liable to a penalty of £100 for unlawfully detaining the certificate. After some consideration the defendant handed the certificate to the owner without the case being heard. Mr. Stephens appeared for the owner.

**The North Wales Chronicle and Advertiser for the Principality 18th June 1859**

GUILD HALL, CARNARVON, JUNE 11. Before Edward Edwards. Esq., Mayor.

June 12. Evan Lloyd, Carnarvon, labourer, was charged by Acting-Serjeant J. Owen with stealing some rope from the sloop Frolic. On Sunday afternoon, he was seen by the officer to go on board and cut off a piece of rope, and conceal it under his coat. He pleaded guilty of taking, but did not mean to steal it. He having been seen to go away with it as far as Porth-yr-Aur, this was not believed, Seven days' imprisonment

**Herald Cymraeg - Saturday 28 July 1860**

Married

in the registrar's office, Caernarfon, Cadben Hugh Williams recently from the Smack "Frolic," from this town to Miss Margaret Roberts, Tidwellog, Lleyn

**Gloucester Journal - Saturday 29 March 1862**

PORT OF GLOUCESTER. Imports for the Week ending March 28, 1862.

From Wexford —the Frolic, George, with 360 qrs oats for Wait, James, and Co.;

**Gloucestershire Chronicle - Saturday 19 April 1862**

PORT OF GLOUCESTER. Exports for the Week ending April 17.

For Pembroke, the Frolic, George. with 60 tons salt, front Gopsill Brown and Sons

**Western Daily Press - Tuesday 22 November 1864**

Evan Jones and William Leeker, seamen board the Frolic, William Harris, applied for arrears of wages due to the former of 1s 3d, and to the latter, £3, The wages agreed upon were £3 17s 6d for one month. The captain said he could not get the money from the owners, else he would gladly pay the men. The vessel, he understood, was sold. Mr Ingledew urged that that was not a sufficient cause. The men looked to the master payment, and they (the Bench) ought to levy on the goods. The men were discharged last Saturday, and also claimed compensation 2s per day for delay of payment. Ordered to pay, with costs.

**Isle of Wight Observer - Saturday 15 July 1865**

On Thursday the Frolic, of Cardigan, Capt. Thomas, ran the shingles at 4 a.m., and was got off at 11 a.m., and proceeded.

**Hampshire Telegraph - Saturday 15 July 1865**

## YARMOUTH.

A VESSEL ON SHORE - Thursday a vessel called the Frolic, of Cardigan, Capt. Thomas, from Llanelly, bound to Portsmouth, ran on shore on the shingles at four a.m. and was got off about eleven a.m. and proceeded on her voyage.

**Gloucester Chronicle - Saturday 21 October 1865**

PORT OF GLOUCESTER. Imports for the Week ending Oct. 20, 1865.

From Dundalk—the Frolic, Edmonds, with 225 qrts oats, for Vining and Rea ; 450 qrts oats for Phillpotts and Co.

**Shipping and Mercantile Gazette - Wednesday 31 October 1866**

BRIDGEWATER— Oct. 30 : SW. with rain. The smack Frolic, Thomas, bound here (stone) from Bantry, got on shore on the Gore Sand, and the tides are falling she will not come off for some days.

**Lloyd's List - Thursday 01 November 1866**

BRIDGEWATER 31st Oct. The FROLIC, Thomas, from Bantry to this place, reported yesterday on, the Gore sand, is now ashore, the main near Barrow Church.

**Bristol Times and Mirror - Thursday 01 November 1866**

BURNHAM. The sloop Frolic, bound from Bantry, Ireland, to Burnham, with a cargo of cement stone, ran in a dangerous part of the Gore sands on Monday last, and indeed so critical appeared her position that it was expected she would become a wreck. On the captain coming on shore the services of the new lifeboat Cheltenham were offered, but refused. Later in the evening, however, a steam-tug went to render assistance, but was unable do so owing to the shallowness of the water at that place. Tuesday morning the crew Captain Thomas and three men, after having tried all their efforts to get her off and failed, abandoned her. there was every appearance of the approach of high wind and a boisterous sea ;

the flag of distress was left flying. Stimulated by the prospect of obtaining salvage, it was resolved by the crew the lifeboat to save, if possible, the Frolic from destruction by endeavouring to take her into a place of safety. From the boat house to the water only occupied fifteen minutes. Her outward progress was watched with much interest. The force of the wind, which about this time increased, caused the Frolic to drift inward, which she did so rapidly that the lifeboat could not come with her in time to take her out to sea. The Frolic is driven in near Berrow church, where she will remain until the next spring tides. The working the Cheltenham in the water is spoken of roost highly.

### **Bristol Times and Mirror - Saturday 03 November 1866**

A Vessel in Distress off Burnham. The sloop Frolic, bound from Bantry, Ireland, to Burnham, with a cargo of cement stone, ran in on a dangerous part of the Gore sands on Monday last, and indeed so critical appeared her position that it was expected she would become wreck. On the captain coming ashore the services of the new lifeboat Cheltenham were offered, but refused. After various unsuccessful efforts had been made to get her off, it was resolved by the crew of the lifeboat to save her, if possible, from destruction, by endeavouring to take her into a place of safety, but the force of the wind, which about this time increased, caused the sloop to drift inward, which she did so rapidly that the lifeboat could not come up with her in time take her out to sea. The Frolic is driven in near Berrow church, where she will remain until the next spring tides. The working of the Cheltenham in the water is spoken of most highly.

### **Cheltenham Examiner - Wednesday 07 November 1866**

THE "CHELTENHAM" LIFEBOAT. - The subscribers to " The Cheltenham " will be pleased to learn that their boat has been already tried in earnest and was found in every way sea-worthy. Mr. Morris, of Burnham. writing to Mr. Lewis, the Secretary of the Lifeboat Association, says (on Oct. 30th) "At 10. 30 a.m. today, the sloop Frolic, being on the Gore-sand, the Cheltenham Lifeboat, with my permission, was launched to her assistance. The lifeboat found the wreck deserted, and was too late to take the vessel to a place of safety, as she drove over the bank very rapidly, (it blowing very heavily at the time from S.W.,) and took the shore before they could reach her. The lifeboat behaved most admirably, and was launched, a little before high water, without any difficulty ; and the crew had no trouble in handling her, though the sea was so hearty, and that, in crossing the Gore, she was at one time thrown nearly on her beam ends, but righted again at once."

**Lloyd's List - Saturday 24 November 1866**

BRIDGEWATER, 28rd Nov. The FROLIC (smack) was ashore on Berrow sands, but came off last night without assistance and apparently without damage.

**Lloyd's List - Wednesday 30 January 1867**

ABERAYRON, 28th Jan. During the night it blow a gale from the WSW. At daylight this morning smack was seen three miles off in distressed state, and before any assistance could be given, she drove on the bench near Llanon. [See Aberystwith paragraph.)

ABERYSTWITH, 28th Jan, The FROLIC (smack), of Cardigan, has driven on, shore on beach, about 11 miles S of this port, and is breaking up; crew saved

**Shields Daily News - Thursday 31 January 1867**

The vessel reported yesterday as having stranded at Llanon Beach, was the Frolic, Thomas, of and for Cardigan from Milford. She experienced during the passage thick and stormy weather, the vessel labouring heavily, which caused her to leak. and finding themselves to leeward, and the vessel in a sinking state, they put up the signal of distress and ran for the beach. A boat, the property of John Miller, Esq., Morfamawr, was launched, and five seamen volunteered and pulled out through the heavy surf, and rescued the crew. five in number, and landed them safely at Marfa Beach. The names of the volunteers are:—Thomas Price, David Owens, John Griffith., John Thomas, and Evan Morris. The vessel , is breaking up.

**Lloyd's List - Tuesday 05 February 1867**

Aberystwith 31st Jan.

FROLIC (smack), of and for Cardigan from Millford ; deposition of D. Thomas, master, [81,618]

## Coflein Site

The FROLIC was a 45nt wooden sloop built at St Dogmaels in 1857 and registered at Cardigan (official number 18570). At time of loss on 28 January 1867, the FROLIC was under the command of master Thomas. It had experienced a thick and stormy passage from Milford Haven heading for Cardigan. The smack vessel laboured heavily which caused it to leak. The crew put up the signal of distress and ran for the beach at Llansanffraid. A boat, the property of John Miller, esquire of Morfa Mawr, was launched. Manned with five seamen volunteers, it pull through the heavy surf to rescue the crew, five in number and landed them safely on Morfa beach. The names of the volunteers are Thomas Price, David Owen, John Griffith, John Thomas and Evan Morris. The vessel went to pieces.



Fig. 1 Cardigan Ship Building 19<sup>th</sup> century

The oldest sailing rig still current in the Nineteenth Century was the cutter, which had one mast, with a jib or foresail, and a topsail.

**Slater's Directory 1859**

Shipwrights: John Evans, St. Dogmaels

**James Harries****Potter's Electric News - Wednesday 07 May 1862**

EGLWYS- WRW PETTY SESSIONS.—A petty sessions was held at Eglwys-Wrw on the 1st instant, before J. T. W. James, Esq., the Rev. Hugh Howell, and the Rev. D. E. Morgan.

James Harries, of Cwmgloyne, was summoned by John Jones, for non-payment of wages. This case was settled by the advice of the Justices.

**Potter's Electric News - Wednesday 18 June 1862**

CRUELTY TO ANIMALS. At the Newport Petty Sessions, held on the 5th instant, before J. T. W. James, Esq., the Rev. Hugh Howell, Rev. D. E. Morgan, and Rev. D. Davies, several cases of cruelty to animals were heard. The charge in each case was preferred by the Chief Constable, Capt. Stokes, on behalf of the Royal Society for the Prevention of Cruelty to Animals. The first case taken was that of a driver named James Williams, living at Cwmgloyne, who was charged with cruelty to a horse.

Mr W. John, solicitor, of Haverfordwest, appeared for the prosecution.

P.C. David Pierce deposed that near Post Goch, on the 23rd of April, he saw some horses belonging to Mr Harries, of Cwmgloyne. The defendant was driving one of them, a bay horse, called 'Boxer.' He (witness) examined the horse, and found great wounds on the shoulder: there was a galled sore, two inches in length by one and a half in depth. On the left shoulder there was a raw and bloody sore, two inches in length by one and three quarters in depth. There were old wounds on the pin bones, and a discharge running from each. He saw the horse at work; the collar was pressing on both shoulders. The horse staggered very much. There was another team there at the time. The defendant said he was in charge of the team. When the horse was taken out, it fell down and lay as if dead for a quarter of an hour. He pulled it up, and observed that it was very weak. The defendant said the horses were working every day: the animal was very poor—and was only skin and bone. He also saw a heifer there with two large wounds on the shoulders;—two large tumours as large as a duck's egg. John Phillips, a

blacksmith, living at Postgoch, said he examined the horse Boxer,' and the heifer. The former was in very poor condition. There were four wounds on it:—on each shoulder and the pin bones. The policeman was right as to the size of the wounds. The collar always pressed the shoulder: the wounds on the pin bones were discharging, The horse went down, and remained very quiet. He also saw the heifer:—there were two lumps on it, and he thought there was a wound on one leg. He had never seen a horse at work in such a poor condition, and he would never work his horse in that state.

This concluded the evidence on this charge. There was another information against the defendant for a similar offence.

The Bench ordered the defendant to pay a fine of 6d. in each case and costs. William Richards, summoned on a similar information, pleaded that the horse he drove was in a fit state to work.

P.C. Pierce deposed that he saw the defendant driving a horse called Ball,' on the left shoulder of which there was a gall two inches long by two inches deep. The collar pressed the sores, which were deep and very raw. The horse was in ordinary condition, and seemed to be in great pain.

The defendant was also charged with cruelty to a horse, called 'Duchess,' which suffered from a saddle wound, two inches long and two inches deep.

The Bench fined the defendant 6d. on each information. No costs were charged. James Harries, the owner of the horses referred to in the previous cases, was then charged with the same offence. There were five different informations against the defendant.

P.C. Pierce, in addition to his former testimony, stated that on the 26th of April he saw a horse named Doll,' the property of the defendant, in a very poor condition: its back-bone was almost protruding, and the pack saddle rubbed the back. There was a wound about twelve inches in length along the bone, and blood was oozing out of it. The horse staggered by turning from debility, and was not fit to be used. I Ball' and Duchess' were working on the 23rd of April. He saw the defend- ant and told him that he had visited his farm and fields, stating to him at the same time the condition of each horse. He asked him if he was aware of it, and he re- plied that he must admit that they were bad, and hoped that he (witness) would overlook it. He told him that he must report the matter, and the defendant asked him to make it as light as possible. He afterwards asked him (witness) how he should stand respecting the matter. He (witness) asked how he was so foolish to do what he had done, and he replied that the work was far behind, and he did not know what to do.

The defendant said there was a distemper in the country, and that it attacked his horses. He had given his horses a quart of corn three times a day.

The Bench fined the defendant 10s on each information, and costs, amounting altogether to £7 5s 10d.

**Potter's Electric News - Wednesday 18 February 1863**

SERVANTS AND MASTER. Moses Owen and John Evans v. James Harries (their master) of Cwmgloyne, Bayvil. The defendant, who also holds the farm of Harmaston, in the parish of Stainton, was summoned for not supplying the complainants with wholesome food. Defendant did not appear. The Bench ordered that the complainants be discharged from their service, and the defendant to pay all coats, together with 5s to each complainant for loss of time.

## 7.0 Analysis

James Harries the first owner of Frolic was involved in court cases on several occasions for failing to pay his employees whether on his farms or on Frolic. The master of Frolic refused to give up the certificate for the vessel until summoned, newspaper report January 1859, because of non-payment of wages. When Frolic was sold the crew took the master to court to obtain payment for their wages in November 1864, he was ordered to pay but James Harries the owner was ultimately responsible. The cases in June 1862 also illustrate his reluctance to spend his money when he was fined for mistreating his animals and failing to feed them. The 1863 case where he was sued by his servants for failing to provide wholesome food was their only escape from his employment, since if they just left he could have had them committed to prison.

A John Evans was a ship builder in Aberystwith I was unable to establish whether he also built Frolic or it was the John Evans based in St Dogmell's.

The Frolic when been driven ashore on Gore sands near Bridgewater must have been at high tide on a spring tide because it was twenty eight days later before she was floated off. A spring tide is the lowest and highest of the tide cycle occurring when then sun and moon are on the same side of the earth. It is twenty eight days before the tidal height is again as high, meaning a vessel stranded is unable to be recovered until the next spring tide. The master of the Frolic sought the aid of a steam tug to pull her off but due to shallow water was unable to assist.

The LR describes Frolic as a schooner but the newspaper report when she was launched describes her a cutter rigged smack. She was variously described afterwards but never as a schooner. The LR entry was never updated before it failed to be included.

The Frolic was described as both a sloop, and a smack, a cutter rigged smack is similar to a sloop particularly without her sails hoisted. A cutter rig has two fore sails rather than the one which is usual on a sloop, this reduces the size of each sail for easier handling with a small crew.

The information available for Frolic between 1859 and 1864 is limited and requires the crew lists for these years to possibly fill in the gaps, but they are not available on line. There were other vessels called Frolic operating in this period but they were either the wrong type of vessel or were sailing before Frolic was launched such as a vessel with the master Williams.

The BNA produced most of the records of the Frolic with WNL the remainder. Little is available on line for ship building at St Dogmell.

## **8.0 Conclusions & Recommendations**

I have spent about 25 hours on this research with about 95% of the time spent on line.

The Frolic at 46 tons was a small vessel and seems often was not reported on arrival or departure. I spent some time attempting to fill in the gaps particularly for 1863 and although there were a number of vessel called Frolic sailing at this time, none were this vessel.

The project has answered some of my questions but with so little information no details of the masters, crew or John Thomas who was also the last owner. The crew lists held at Pembrokeshire Archives for 1863 may fill in some gaps. I found no details or information for the builder John Evans. I found the Coflein entry but no other previous research for the Frolic.

There is no known wreck site for the Frolic, or details of her last cargo, only stranded on Llanon Beach and breaking up. The crew were rescued and landed on Marfa Beach. Llanon is a village that adjoins Llansantffraid.

The Frolic was only active for ten years, with so little information of the masters and crew, any further publication would require information from the crew lists.

## 9.0 References

<https://www.crewlist.org.uk/>

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

<https://www.google.com/>

<https://hec.lrfoundation.org.uk/>

<https://historypoints.org/>

<https://www.navionics.com/>

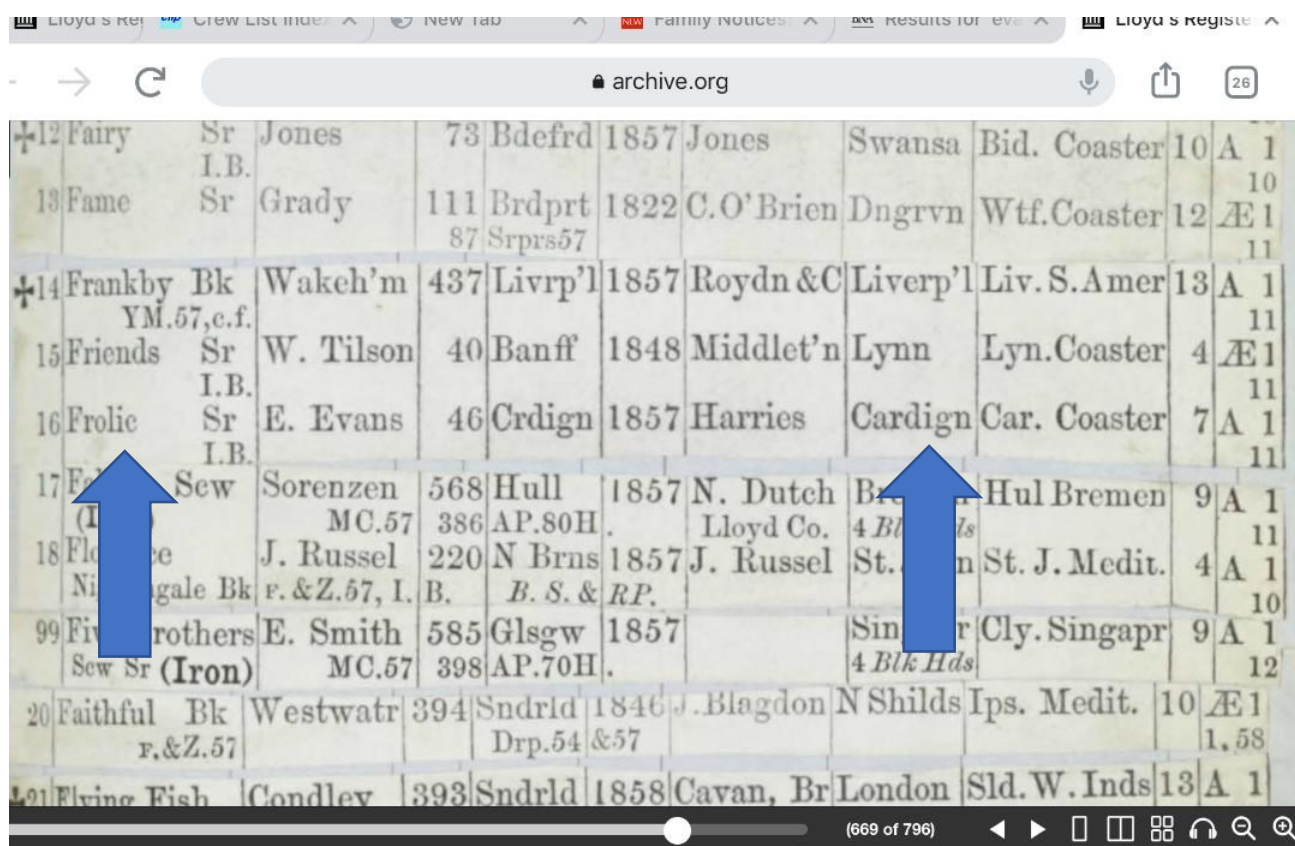
<https://newspapers.library.wales/>

<http://www.tallship-fan.de/>

<https://en.wikipedia.org/>

## Appendices:

### Appendix A – Table of Lloyd’s Registers entries for the *Frolic*



12	Fairy	Sr	Jones	73	Bdefrd	1857	Jones	Swansa	Bid. Coaster	10	A	1
13	Fame	Sr	Grady	111	Brdprt	1822	C.O'Brien	Dngrvn	Wtf. Coaster	12	Æ	1
				87	Srprs	57						11
14	Frankby	Bk	Wakeh'm	437	Livrp'l	1857	Roydn & C	Liverp'l	Liv. S. Amer	13	A	1
												11
15	Friends	Sr	W. Tilson	40	Banff	1848	Middlet'n	Lynn	Lyn. Coaster	4	Æ	1
												11
16	Frolic	Sr	E. Evans	46	Cr dign	1857	Harries	Cardign	Car. Coaster	7	A	1
												11
17	F... Sew		Sorenzen	568	Hull	1857	N. Dutch	B...	Hul Bremen	9	A	1
				386	AP.80H.		Lloyd Co.	4 Blk Hds				11
18	Flo... ce		J. Russel	220	N Brns	1857	J. Russel	St. ... n	St. J. Medit.	4	A	1
												10
99	Five Brothers		E. Smith	585	Gls gw	1857		Sim ... r	Cly. Singapr	9	A	1
				398	AP.70H.			4 Blk Hds				12
20	Faithful	Bk	Westwatr	394	Sndrld	1846	J. Blagdon	N Shlds	Ips. Medit.	10	Æ	1
												1, 58
21	Flying Fish		Condley	393	Sndrld	1858	Cavan, Br	London	Sld. W. Inds	13	A	1

#### Lloyd's Register of Shipping 1857

by Lloyd's Register Foundation, Heritage & Education Centre



No. 16 Frolic, a schooner built in 1857 at Cardigan with Iron bolts, master E Evans, owner Harries, registered at Cardigan, surveyed at Cardigan in November 1857, sailing as a cardigan coaster, classified A1 for seven years.

1858, 1859, 1860 No changes

1861 No changes but no longer classified

1862 Pages blank

1863 No changes, boat dimensions added

1864 no changes

1865 owner and port removed

1866 no record

**Appendix B – The Timeline for the *Frolic*****1857**

October 5 1857 Launched Smack Frolic at St Dogmell's

**1858**

January 25 1858 Kingstown arrived Frolic, Evans from Glasgow for Cardiff

May 1 1858 Liverpool arrived Frolic, Evans from Cardiff

May 3 1858 Huskisson Dock, Liverpool Frolic 45, Evans agents J J Day from  
· Cardiff

May 7 1858 Nelson Dock, Liverpool Frolic 45, Evans agents J J Day

May 10 1858 Barrow arrived Frolic, Evans from Liverpool

May 12 1858 Nelson Dock, Liverpool Frolic 45, Evans agents J J Day

May 14 1858 Liverpool sailed Frolic, Evans for Caernarvon

June 18 1858 Nelson Dock, Liverpool Frolic 45, Evans agents J J Day

June 22 1858 Liverpool sailed Frolic, Evans for Barrow

July 8 1858 Liverpool cleared out Frolic for Caernarvon

August 9 1858 Cardiff sailed Frolic for Barrow

August 12 1858 Barrow sailed Frolic, Evans for Britonferry

August 22 1858 Britonferry arrived Frolic, Evans from Barrow

October 25 1858 Milford sailed Frolic, Evans for Cardigan

November 26 1858 Prince's Doc, Liverpool Frolic 45, Evans agents J J Day from  
· Cardiff

December 2 1858 Stanley Dock, Liverpool Frolic 45, Evans agents J J Day

**1859**

April 26 1859 Plymouth arrived Frolic, Jenkins

June 19 1859 Newhaven arrived Frolic, Jenkins from Dover

July 6 1859 Runcorn arrived Frolic, Jenkins from Newhaven - flints

September 17 1859 Milford put in Frolic, Jenkins from Bridgewater to Liverpool

October 11 1859 Liverpool cleared out Frolic, Jenkins for Douglas I. M.

October 13 1859 Liverpool sailed Frolic, Jenkins for Douglas

November 8 1859 Whitehaven sailed Frolic, Jenkins for Cardiff

November 18 1859 Cardiff arrived Frolic, Jenkins from Whitehaven

December 29 1859 Liverpool arrived Frolic, Jenkins from Cardiff

## **1860**

February 15 1860 Waterford arrived Frolic, Jenkins from Liverpool

February 29 1860 Waterford Passage sailed Frolic, Jenkins for Cardiff - ballast

March 18 1860 Liverpool arrived Frolic, Jenkins from Cardiff

## **1861**

January 18 1861 Ayr arrived Frolic, Jenkins from Belfast

February 8 1861 Ayr sailed Frolic, Jenkins for Fleetwood

February 17 1861 Fleetwood arrived Frolic, Jenkins from Ardrossan

February 23 1861 Barrow sailed Frolic, Jenkins for Newport

April 23 1861 Newport sailed Frolic, Jenkins for Liverpool

## **1862**

January 23 1862 Caernarvon arrived Frolic, Jones from Cardigan

w/e January 23 1862 Caernarvon sailed Frolic, Jones for Portdinoiwi

March 29 1862 Gloucester arrived Frolic, George from Wexford – oats

w/e April 17 1862 Gloucester sailed Frolic, George for Pembroke - salt

May 16 1862 Cardiff sailed Frolic, George for Maryport

June 2 1862 Swansea arrived Frolic, George from Workington

June 16 1862 Swansea sailed Frolic, George for Havre

June 19 1862 Havre arrived Frolic, George from Swansea

July 10 -12 1862 Dartmouth arrived Frolic, George from Havre

December 8 1862 Newry arrived Frolic, George from Llanelly – coals

### **1863**

February 2 1863 Cardiff arrived Frolic, George from Milford

March 3 1863 Liverpool cleared out Frolic, George for Cardigan

### **1864**

March 1 1864 Poole arrived Frolic, Harris from Saundersfoot - Coals

March 9 1864 Poole arrived Frolic, Harris from Port Talbot - Pitwood

w/e March 17 1864 Poole sailed Frolic, Harris for Port Talbot

April 12 1864 Swansea cleared Frolic for Havre – 79 tons coal, W Pegg & Co

April 19 1864 Havre arrived Frolic, Harris from Swansea

May 6 1864 Antwerp arrived Frolic, Harris from Havre

May 30 1864 Swansea arrived Frolic, Harris from Antwerp

June 6 1864 Swansea cleared Frolic for Havre – 80 tons coal, W Pegg & Co

June 29 1864 Havre arrived Frolic, Harris from Swansea

August 12 1864 Swansea cleared Frolic for Havre – 80 tons coal, W Pegg & Co

August 31 1864 Liverpool arrived Frolic, Harris from Brussels

October 12 1864 Glamorgan Canal arrived Frolic 45, Harris from Dublin - Pitwood

December 3 1864 Cardiff sailed Frolic, Harris for Charlestown

December 12 1864 Fowey put in Frolic of Cardigan from Wales

December 14 1864 Fowey sailed Frolic, Jones for Charlestown

## **1865**

January 22 1865 Waterford arrived Frolic, Thomas from Runcorn – Coals & Salt

February 3 1865 Waterford sailed Frolic, Thomas for Charlestown - oats

To February 4 1865 Waterford put back Frolic, Thomas for Charlestown

April 19 1865 Cardiff arrived Frolic, Thomas from Glasgow – 41 tons iron ore

May 8 1865 Cardiff sailed Frolic, Thomas for Liverpool - iron

May 25 1865 Liverpool sailed Frolic, Thomas for Portmadoc

May 27 1865 Holyhead put in Frolic, Thomas from Liverpool for Portmadoc

May 31 1865 Holyhead sailed Frolic, Thomas for Portmadoc

To June 4 1865 Portmadoc arrived Frolic, Thomas from Liverpool

June 25 1865 Llanelly arrived Frolic, Thomas from Cardigan

July 13 1865 Shingles bank Yarmouth I.W. aground Frolic of Cardigan, Thomas  
from Llanelly for Portsmouth

August 5 1865 Llanelly arrived Frolic, Thomas from Southampton

August 12 1865 Llanelly sailed Frolic, Thomas for Dundalk

October 12 1865 Dundalk sailed Frolic, Edmonds for Gloucester

w/e Oct 20 1865 Gloucester arrived Frolic, Edmonds from Dundalk – oats

November 15 1865 Swansea sailed Frolic 45, Edmonds for Ryde

November 21 1865 Tenby arrived Frolic 45, Edmonds from Cardigan

November 26 1865 In the Harbour Frolic, Edmonds from Cardigan

## **1866**

January 31 1866 Swansea arrived Frolic 45, Edmonds from Poole -Pitwood

February 12 1866 Swansea sailed Frolic 45, Edmonds for Newry - coal

February 26 1866 Milford windbound sailed Frolic, Thomas from Swansea  
for Newry

March 18 1866 Newry arrived Frolic, Thomas from Swansea

March 27 1866 Newry sailed Frolic, Thomas for Milford – Potatoes

May 13 1866 Liverpool sailed Frolic, Thomas for Cardigan

June 11 1866 Llanelly arrived Frolic, Thomas from Cardigan

June 24 1866 Llanelly sailed Frolic, Thomas for Belfast

July 3 1866 Belfast arrived Frolic, Thomas from Llanelly

July 14 1866 Ardrossan sailed Frolic, Thomas for Liverpool

October 8 1866 Waterford arrived Frolic from Lydney

October 31 1866 Ashore near Bridgewater Frolic, Thomas from Bantry – stone

November 28 1866 Frolic, Thomas got off Gore sands undamaged

## **1867**

January 28 1867 Llanon Beach stranded Frolic, Thomas – breaking up

## Appendix C Port and Other Locations

**Ardrossan** is a town on the North Ayrshire coast in southwestern Scotland.

**Burnham-on-Sea** is a seaside town in Somerset, England, at the mouth of the River Parrett, upon Bridgwater Bay. It is famous for its low lighthouse. The lighthouse was built in 1832 and is a Grade-II listed building with a red and white striped facade. The town's first lifeboat was provided in 1836 by the Corporation of Bridgwater. The first Royal National Lifeboat was funded by the town of Cheltenham, and arrived in 1866.

**Llanon** is a village in Ceredigion, Wales. It adjoins the village of Llansantffraid on the coast of Cardigan Bay, 5 mi north of Aberaeron and 11 miles south of Aberystwyth. It is situated on a raised beach.

**Llansantffraid** or Llansantffraed (Welsh: Llansanffraid) is a small rural village and community and practically merged with the village of Llanon just west of the main A487 Coastal Road between Aberaeron and Aberystwyth, about eleven miles from Aberystwyth.

**Nelson Dock** is a dock on the River Mersey, England, and part of the Port of Liverpool. It is situated in the northern dock system in Vauxhall, connected to Bramley-Moore Dock to the north and Salisbury Dock to the south.

**St Dogmaels** is a village in Pembrokeshire, Wales, on the estuary of the River Teifi, a mile downstream from the town of Cardigan in neighbouring Ceredigion. A little to the north of the village, further along the estuary, lies Poppit Sands beach.

**Shingles** in the Solent is a naturally-occurring, constantly shifting bank of pebbles which stretches for 3 miles on the opposite side of the Needles Channel from the famous lighthouse. It is infamous among sailors, having been the cause of numerous navigational blunders and shipwrecks over the years.

**Stanley Dock** is a dock on the River Mersey, England, and part of the Port of Liverpool. It is situated in the Vauxhall area of Liverpool and is part of the northern dock system. The dock is connected to the Leeds and Liverpool Canal to the east and Collingwood Dock to the west. Stanley Dock sits at the heart of these historic docks. Designed by the renowned architect Jesse Hartley of Albert Dock fame, Stanley Dock comprises three architecturally and historically important buildings - the North, South & Tobacco Warehouses - all of which are Grade II and II\* Listed.

## Appendix D Mercantile Navy List

### ALPHABETICAL LIST OF BRITISH REGISTERED VESSELS.

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Official No.	Name of Ship and Port of Registry.	Commercial Code Signal (if any).	Registered Tonnage.	Horse Power.	Name and Address of Sole Registered Owner, or of <i>Managing</i> Owner when there are more Owners than One.
7882	Friendship, Southampton	J.V.S.K	32	..	Lavinia Scovell, Woolston, Southampton.
22328	Friendship, Southampton	N.L.B.M	64	..	William Warner, Botley, Hampshire.
6242	Friendship, Sunderland	J.N.B.D	33	..	Thomas Granger, Toll House, Sunderland.
5172	Friendship, Whitby	J.G.N.S	228	..	Robert Harrowing, Whitby.
14421	Friendship, Wisbeach	L.N.C.J	43	..	John Ridgeway, Bank Side, Wisbeach.
8232	Friendship, Yarmouth	K.B.H.S	44	..	Thomas Kelf, Yarmouth.
5876	Friendship, Yarmouth	..	20	..	Daniel Betts Osborne, Southwold, Suffolk.
29642	Frigate Bird	Q.G.M.C	568	..	George H. Wakefield, Liverpool.
19971	Frindsbury, Liverpool	M.V.F.J	355	..	John H. Jones, Machynlleth, Montgomery.
50770	Frink, Halifax, N.S.	W.K.M.P	107	..	Henry James Creighton, Halifax, N.S.
7921	Frisk, Cowes	J.W.B.C	28	..	George Arkwright, West Cowes, Isle of Wight.
16472	Frodsham, Liverpool	..	55	..	Henry Ellis, Port Dinorwic, Carnarvon.
10449	Frolic, Banff	..	22	..	James Harthill, Castle Street, Cullen, Banff.
47838	Frolic, Barnstaple	V.Q.L.K	51	..	Thomas Cork, Appledore.
18570	Frolic, Cardigan	M.N.H.W	46	..	James Harries, Cromgloyrie, Pembroke.



1865 No. 18570 Frolic of Cardigan, M.N.H.W, 45 tons, owned by James Harries, Cromglorie, Pembroke

1866 owner now David Thomas Kilgerian, Pembroke

1867 not available on line

1868 no record

### Crew Lists

Year	ON Range	TNA reference
1857	18491-18620	BT98/4971
1858	18043-18850	BT98/5293

1858	18534-18648	BT98/5298
1859	18517-18570	BT98/5941
1860	18562-18605	BT98/6623

Please bear in mind that these are official number ranges - there is no guarantee that a particular official number is included in that box.

Ship	Year	Port	Archive	Archives reference/link	Transcript
	1861		The National Archives	BT99/45	
FROLIC	1862		National Maritime Museum	RSS/CL/1862/1020	
FROLIC	1863		Pembrokeshire Archives		
FROLIC	1865		National Maritime Museum	RSS/CL/1865/1386	

Appendix E Appropriation Book Entry

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
18551	Maria	27	Sailing	Leith	11. 1828	Art. present	1835
18552	William	27	"	"	12. "	"	20
18553	Stewart	29	"	Lerwick	2. 1829	"	Oct. 9
18554	Prince of Wales	359	"	Dundee	12. 1855	"	19
18555	Anna	250	"	Hull	11. 1844	"	20
18556	Saint Andrew	310	"	Aberdeen	6. 1855	"	23
18557	Queen	369	"	Leith	5. 1852	"	"
18558	Adriac	324	"	Dundee	13. 1825	"	Nov. 25
18559	Lord Campbell	406	"	Kirkcaldy	1. 1858	"	"
18560	Pacific	386	"	Aberdeen	7. 1855	"	"
18561	Arthur Anderson	19	"	London	31. 1849	"	24
18562	Sea Bull	18	"	Dundee	26. 1850	"	29
18563	Lady Francis	16	"	Lerwick	25. 1826	"	Dec. 18
18564	Contest	382	"	Worthington	2. 1857	First Registry	June 16
18565	Subilia	464	"	"	5. "	"	Oct. 5
18566	Misty	30	"	"	14 Feb. 1858	"	Feb. 4
18567	Caratitota	420	"	"	Mar.	"	Mar. 27
18568	John & Elizabeth	22	Sailing	Welford	15. 1850	Port present	April 6
18569	Mary Edmund	122	"	Cardigan	3. 1857	First Registry	June 17
18570	Prolic	45	"	"	5. "	"	Nov. 28
18571	↑	84	"	"	12. July 1856	"	July 13
18572	↑	206	Sailing	Aberdeen	11. May 1857	First Registry	May 11
18573	↑	400	"	"	"	"	"
18574	Washington	414	"	"	13. June	"	June 13
18575	Atlantic	614	"	"	18. "	"	18
18576	Radulfenreich	14	"	Bombay	12. Dec. 1857	Port present	Mar. 31