

Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the wreck of the: GLENDOWER/GLENDOVEER



Silver medal presented to Harbour Master W.E.Morris for his part in the rescue of the crew of the GLENDOWER/GLENDOVEER. In the possession of a descendant – Porthmadog Maritime Museum

Stranding of the GLENDOWER/GLENDOVEER on Porthmadog Bar July 1st 1845

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Report Title: **Welsh Wreck Web Research Project
(North Cardigan Bay)
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GLENDOWER/GLENDOVEER**

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1.0 Abstract

The Malvern Archaeological Diving Unit (MADU) currently have a database of 453 shipwrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from 1590 to 1993 and very few have been investigated in any depth! With corona virus currently requiring us all to rethink the way we live, on-line research would appear to be something we could all safely consider taking on.

The author of this report is from a seafaring /fishing/ lifeboat family from Criccieth at the northern end of the Bay and the sea has been in his blood all his life, serving on ships of all types, including, as master, on research vessels, for over 40 years. His particular interest is in Tremadog Bay as the whole expanse of the bay is visible from Criccieth and as Trustee/Secretary of the Porthmadog Maritime Museum has gathered material on local shipwrecks and maritime incidents for many years and aims to correlate this and expand the information from written and the many on-line resources available. Anecdotes are included, but as always, though often useful, this type of information should be treated with caution so will be clearly indicated. The author is a Welsh speaker so possibly has wider access to newspapers in that language.

No diving experience or training in archaeology. This report describes the historical aspect of the incident.



Fig 1. Full Rigged Ship

2.0 Index

2.1	Table of Contents	Page No.
1.0	Abstract -----	3
2.0	Index -----	4
2.1	Table of Contents	4
2.2	List of Tables	5
2.3	List of Pictures	5
2.4	Contributors	5
2.5	Abbreviations	5
3.0	Introduction -----	6
4.0	Background -----	7
5.0	Research Methodology -----	9
6.0	Results -----	10
7.0	Analysis -----	15
8.0	Conclusions & Recommendations -----	16
9.0	References -----	17

Appendices:

- Appendix A** - Hydrographic Office chart Cardigan Bay Northern part
- Appendix B** - Porthmadog Bar and Morfa Bychan O.S. 1888
- Appendix C** - St Tudwal's Road and Penrhyndu Lifeboat Station O.S. 1888
- Appendix D** - Engraving of J.M.W. Turner's painting 1837
- Appendix E** - Biography of Ichabod Goodwin, owner of the GLENDOVEER
- Appendix F** - Catalogue entry GLENDOVEER Logbooks

2.2 List of Tables Page No.

Table 1. Description of Vessel and Incident-----	10
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2.3 List of Pictures Page No.

Front Cover: Medal awarded to W.E.Morris Harbour Master.....	1
Fig 2. Cardigan Bay	7
Fig 2. Photo -Sandbanks off Morfa Bychan	8
Fig 4. Map of UK	8
Fig 5. Ports on the East Coast of USA and the Gulf of Mexico visited	11
Fig 6. Liverpool shipping intelligence 1844	12
Fig 7. North Atlantic showing prevailing winds and current	12
Fig 8. Advertisement sale of wreck	14
Fig 9. Advertisement second sale of wreck	15
Fig. 10 Eight oar Palmer class lifeboat. Type stationed at Penrhyndu	17
Fig. 11 W.E.Morris Porthmadog Harbour Master	17

2.4 Contributors

Porthmadog Maritime Museum
MADU
Chris Holden

2.5 Abbreviations

A list of any abbreviations used in this report, i.e.

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator
Larne	Larne and Larne Shipwreck Index Vol 5
MW/CM	Maritime Wales/Cymru a'r Môr Journal
AE	Aled Eames
CH	Chris Holden
HP	Henry Parry

3.0 Introduction

The author became aware of this wreck at a young age. His grandfather, father and elder brother were members of the lifeboat crew at Criccieth and he spent a lot of time at the lifeboat station. It is an important incident in the maritime history of Tremadog Bay and led to the establishing of organised rescue in the Bay. Despite its importance, very little has been recorded. This report hopes to shed some light on the incident.

The author has no diving experience or archaeological training so this report is solely the historical aspect.

4.0 Background

On 1st (2nd some accounts) July 1845 the American wooden full rigged ship GLENDOWER (sic), stranded on Porthmadog Bar between Criccieth and Porthmadog (it later washed over the Bar on to Morfa Bychan Beach). The crew of 15 were rescued by a boat(s) from Porthmadog and possibly the lifeboat from Penrhyndu near Abersoch. The author heard about it anecdotally as a boy in the 1950s/60s. There is an account of the incident in "Wreck and Rescue on the Coast of Wales by Henry Parry 1969" and mention in Ivor Wynne Jones's "Shipwrecks of North Wales – both give the date (incorrectly) of 20th July as the date of the shipwreck.

Examination of newspapers online revealed that the vessel had been mistakenly named. Correlation of dates and further research in to archive catalogues, name of the master and shipping intelligence reports in the U.S.A and U.K. confirmed that the ship was actually named GLENDOVEER. This evidence can be found in Section 6.

NOTE: Meaning of Glendoveer is "a heavenly sprite" (Collins)



Fig 2. Cardigan Bay



Fig 3. Sand banks off Morfa Bychan. Photo © [David Medcalf](#) (cc-by-sa/2.0)



Fig 4. Map of UK

5.0 Research Methodology

Equipment used

LENOVA C40-3D Desktop PC with Windows 10
High speed broadband
Microsoft Office
Google search engine
Ancestry.co.uk
Adobe Photoshop Elements

1. I have a good library of reference books on maritime history including the classic books on shipwrecks and rescue on the North Wales coast. As an amateur local historian I have a collection of autobiographies and biographies by local people plus typewritten and hand written notes by residents of Criccieth going back to the 1830s. I start my research from here.
2. I check the Lloyds Register database to see if there is an entry for the vessel to obtain building date and dimensions.
3. Entry from Larne and Larne Shipwreck Index Vol 5 included (if there is one)
4. Online – If no entry in Lloyds and if the ship is British I check with the CLIP Crewlist website <https://www.crewlist.org.uk/> to obtain the official number and vessel details from the Mercantile Navy List.
5. The COFLEIN website has information on some wrecks so this is checked. (none for this wreck).
6. A general search with GOOGLE, always remembering to precede the vessel's name with.... barque, brig, schooner, sailing ship, SS , MV etc. And the date of the incident. Other search words used are... stranded, foundered, wrecked etc.
7. The national Library of Wales newspaper collection of Welsh newspapers 1800-1919 (English and Welsh) is invaluable <https://newspapers.library.wales/> Try using the name of a nearby community combined with the name of the ship or date of the incident using modern Welsh name or, more likely, the old English version or spelling e.g. Portmadoc/Port-madoc. Criccieth was spelt in several different ways.
8. Wrecksite.eu is an excellent website. A very reasonable fee of 4 eu is charged for further information and HD image (if available). Incorrectly named GLENDOWER(sic). This site sometimes has the Board of Trade Inquiry Report.
9. Uboat.net is very useful for ships sunk during WW1 and WW2 <https://uboat.net/>
10. Anecdotal – sometimes elaborated over the generations but often an element of truth so well worth researching.
11. Archive catalogues from U.K and the U.S.A are sometimes online and often include a summary of the item.

6.0 Results

TABLE 1

Vessel	Name/s	Glendoveer	
	Type	Sailing vessel – Full rigged ship	
Built	Date	1841	
	Builder		
	Built	Portsmouth New Hampshire U.S.A	
Construction	Materials	Wood – white oak	
	Decks	2	
	Bulkheads		
Dimensions	Length	120.0 ft (keel)	
	Beam	27.0 ft	
	Depth of hold	21.0 ft	
Tonnage	Gross	Burthen: about 800 tons	
	Net	518 tons	
Owner	First	Goodwin & Coues (Portsmouth, N.H.)	
	Last		
	Others		
Registry	Port	Portsmouth N.H.	
	Flag	U.S.A.	
	Number		
History	Routes	Portsmouth (NH) , New York, Charleston, Savanah, Apalachicola, Mobile, New Orleans, Liverpool	
	Cargo	Varied, cotton, timber, passengers	
Final Voyage	From	East coast USA to Liverpool then in ballast	
	To	Porthmadog	
	Captain	W.H.Parsons	
	Crew	15	
	Passengers	0	
	Cargo	Ballast	
Wrecking	Date	2nd July 1845	
	Location	Porthmadog Bar then Morfa Bychan	
	Cause	Stranding	
	Loss of life	0	
	Outcome	Wreck sold - Salvaged, then brought into Porthmadog. Next year towed to Liverpool and sold to foreign buyers	

The GLENDOVEER

This full-rigged ship was built at Portsmouth, New Hampshire, USA in 1841 and the main shareholder was Ichabod Goodwin (what a wonderful name !). Her master throughout her short 4 year life was Captain W.H.Parsons who also owned shares. By browsing through shipping intelligence reports in USA and British newspapers we can get a good idea of her routes and trades. The voyages appear to have commenced in New York, Portsmouth or Boston where she probably loaded manufactured goods and general cargoes, maybe a few passengers and sail for

the southern states and Gulf of Mexico – Charleston, Savannah, Mobile Alabama and New Orleans where the cargo would be discharged then bales of cotton loaded for Liverpool. On a few occasions she loaded yellow and pitch pine timber at Apalachicola in western Florida. From Liverpool she would probably have taken general cargo to New York or Boston. On one occasion she called at Newport (Mon) and loaded for Charlestown. Possibly coal? (History of the shipowners can be found in the appendices)



Fig 5. Ports on the East Coast of USA and the Gulf of Mexico visited

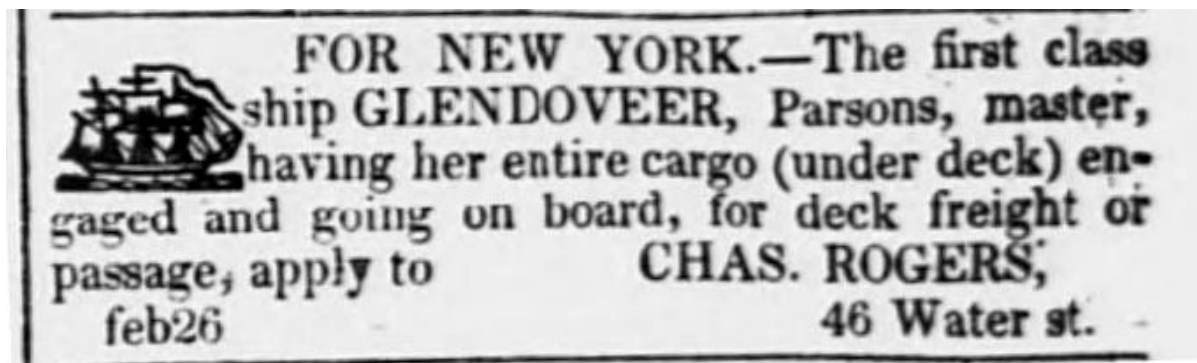


Fig 6. Liverpool shipping intelligence 1844

The 1840s were known as the "Hungry Forties" when there was much hunger and poverty in Ireland and throughout the U.K. Thousands emigrated to North America so it is probable that she carried some emigrants also. Hundreds of Welsh owned ships sailed from the Menai Straits with slates and passengers to the United States and Canada returning with timber. Porthmadog was sometimes a port of departure. Slates are a heavy cargo so there would be a space on top in the hold. Straw would be laid on the slates and the families would bed down on that. Not very comfortable during a hard passage, as long as six weeks, against prevailing winds.

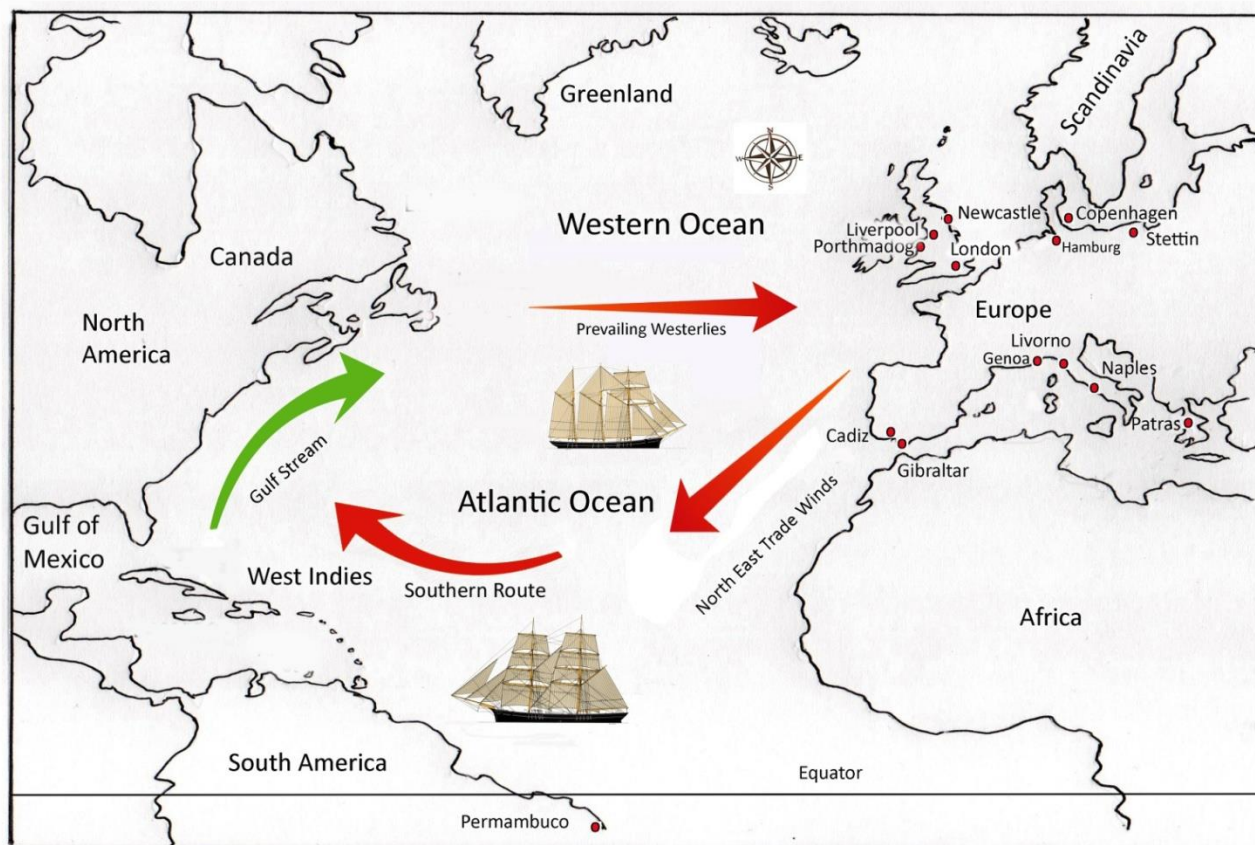


Fig 7. North Atlantic showing prevailing winds and current

The majority of the research has been carried out online, particularly from newspaper archives. A selection of these articles and announcements are given below. Some are accompanied by the author's comments and an analysis of the research can be found in Section 7.

The Standard. Thursday July 3, 1845. (C.H.)

*PWLLHELI – July 1. It blew a heavy gale from SSW last night, which increased furiously towards morning. The American ship Glendower (sic) arrived in Port Madoc 29th ult. to load, went ashore on the bar there this morning at 10. **The lifeboat passed here at 7 pm to take off the crew.** 10 pm, wind SW, moderate.*

Porthmadog had not surpassed Pwllheli as the main port in the Bay at this date, so the Lloyd's agent was probably based here (Pwllheli was a port of registration in its own right from 1840-1851). There was no telegraph to this remote area at the time so the author would be interested to know how this news was relayed to "civilisation" so quickly. The mention of the lifeboat is interesting and is discussed in The Analysis Section 7.

The Morning Post (London, England), Monday, July 07, 1845 (C.H.)

Loss of the Glendower. (sic)

*We regret to state that this fine ship, which, for several years, formed one of the fast packet fleet trading between Liverpool and New York, was lost during the heavy gale of wind on Wednesday morning last, off a place called Morfa, on the coast of Carnarvon. At the commencement of the storm, the ship was lying at anchor off Port Madoc, having, a few days previous, come round from Liverpool, and was advertised to take her departure for New York on the 10th instant. During the first few hours she bore against the fury of the gale admirably, but ultimately the heavy sea from the main ocean drove the ship from her anchors towards the shore. Her commander, Captain Parson, seeing her imminent danger, ordered the masts to be cut away, which for a short time had the desired effect, but the storm becoming more fierce, she was carried amongst the breakers off that place, when her destruction, and that of her crew, seemed inevitable. The casualty being observed by the inhabitants of Port Madoc, hundreds crowded the sands off where the unfortunate ship laid bumping amongst the rock. **The lifeboat from Studwell (sic) roads was immediately conveyed to the spot, and after several attempts, gained the vessel, and saved everyone belonging to the vessel, which appears a complete wreck. She was nearly 600 tons burden, and her loss is about £7,000.***

A lifeboat from St Tudwals is mentioned – see Analysis Section 7.

Public Ledger and Daily Advertiser 3rd July

Pwllheli, July 3.-The Glendoveer, Parsons, which went on shore on Port Madoc Bar, on the 1st instant, has beat over the bank, and is now on shore about three miles N.W (sic) of Port Madoc, with considerable damage.

The vessel is correctly named as the GLENDOVEER. The position of the wreck is obviously incorrect.

The Sun (London) 7th July 1845


LOSS OF THE GLENDOVEER. PORT Madoc, JULY 2.—We were visited yesterday morning with one of the most violent gales from the S.W. that had been experienced in this neighbourhood for a long time. Early in the morning it was almost calm, but about eight o'clock it began to rain, and the wind freshened until about nine, when it became a complete gale. Much excitement and anxiety were manifested at the Port, in consequence of the large American ship Glendoveer, Captain Parsons, which was advertised to leave this place for New York, on the 20th_inst., being at anchor outside. We are sorry to say that this fine vessel is ashore dismasted, and not likely ever to be fit for repair. It appears that when the gale increased, the ship drifted, and, about ten o'clock, A.M., her masts were cut away, in the hope that she could be saved. This had not the desired effect, and the ship came further inshore as the tide advanced, continually thumping at each rise of the waves. She has docked herself, on her beam-ends, high on the beach, under Morfa Bychan. The crew, consisting of fifteen persons, were fortunately landed in safety in the pilotboat.—Carnarvon Herald.

The date of intended departure is different to the previous account. The rescue is said to have been carried out by the pilot boat. see Analysis Section 7.

North Wales Chronicle 8th July 1845

AMERICAN- SHIP.—During the gale on Wednesday, the American ship *Glendoveer*, Parsons Master, off Portmadoc. came ashore under Morfa Bychan, her masts having been cut away in the expectation of keeping her off. It will be seen that a sale of the hull, &c. is advertised for Saturday next.

North Wales Chronicle 8th July 1845



To be Sold by Auction,

ON SATURDAY, the 12th day of JULY, 1845, on the BEACH, near PORT MADOC, Carnarvonshire,

THE HULL of the coppered and copper-fastened SHIP "**GLENDOVEER,**" United States built, 519 tons per register, and only four years old.

Also, on the same day, the Chains, Anchors, Boats, Sails, Standing and Running Rigging, and Stores of the said Vessel, together with about 40 tons of Iron Kentledge.

The Auction to commence at 10 o'clock in the Forenoon precisely.

For particulars apply to Mr. WM. TURNER, jun. Carnarvon, Agent to Lloyd's; or to Capt. PARSONS, at Port Madoc.

Fig 8. Advertisement sale of wreck

NOTE: "KENTLEDGE" is permanent pig iron ballast – Author

North Wales Chronicle 15th July 1845

SALE of THE GLENDOVEER.—On Saturday, the hull and materials from the above vessel were brought under the hammer by Mr. D. Jones, Tremadoc, pursuant to advertisement in last week's Chronicle. The sale was carried on with great spirit, and realized more than expectation. The hull was bought by Captain Richards, of the *Limas* (sic) *Lynas*?. Mr. Edwards of Menai Bridge's divers were busily engaged in raising the anchors and chain cables; and there is every prospect of bringing them ashore.


Pembrokeshire Herald 25th July 1845

PORT MADOC.—On Saturday the 12th inst, the wreck of the American ship *Glendoveer*, and her materials, and boats, were sold by auction, and realised good prices. The hull was bought by a company of enterprising ship owners at Port Madoc (sic). The usual number of Irish marine-store dealers from Liverpool, attended the sale, and assisted Mr. Jones very materially in obtaining biddings, and their purchases were extensive. As it is not likely that the hull will ever be floated off the beach, it is supposed that the purchasers will break her up on the spot, and build a new vessel with the materials.

Obviously, the new owners moved quickly and succeeded in hauling her off the beach before further damage could occur and brought the hull into Porthmadog. Over the next few months, work was carried out to make her watertight and seaworthy.

The Mercantile Gazette 10th October 1845

PORTMADOC.



THE HULL of the American Ship **GLEN-DOVEER**, which was lately driven on shore in Cardigan Bay, and now lying alongside the Quay at Portmadoc; built at Portsmouth, and is now about four years old; 120 feet keel, 27 feet beam, 21 feet hold, and 7 feet between decks; about 518 tons register, and carries about 800 tons, handsome in model, and in all respects strongly put together; two decks, fore and aft, both frames double wood knees, also iron knees under each beam, lower and aloft; complete patent windlass, with excellent purchase; all iron work connected with the rigging, and fastened to the hull; is complete, as are all dead eyes, bowsprit, &c.; handsome billet head, stern windows, and carving complete. The rudder and keel, part of the keel and fore foot are damaged. The vessel is built of best white oak, and copper-fastened.

For further particulars apply to
GEORGE HOMFRAY, Esq., Portmadoc.

Fig 9. Advertisement second sale of wreck

North Wales Chronicle 17th February 1846

The *GLENDOVEER*.—On Saturday last, the hull of this vessel was towed from Portmadoc for Liverpool by a steamer belonging to the Steam Tug Co. As it was the first steamer that entered this port, the novelty caused hundreds of spectators to assemble from different parts; She left the port at 10 o'clock in the morning. The *Glendoveer* had been bought by Mr. Evans, ship-owner, of Pwllheli, and was by him sold to a foreign company now at Liverpool.

North Wales Chronicle 11th September 1851**PRESERVATION OF LIFE FROM SHIPWRECK.**

July 30 (sic), 1845, the American ship *Glendower*(sic), wrecked at Port Madoc, county Carnarvon, W. H. Parsons, master, and fourteen men, being all the crew,— Saved by boat. W. E. Morris, harbour master, silver medal R. Parry, master mariner, silver medal; B. Griffith, ditto, silver medal Evan Jones, ditto, silver medal John Williams, R. Roberts, John James, P. Roberts and Richard Williams £5. The captain and three other men belonging to the lifeboat £4.

This article could be the source of the confusion over the date of the incident and the name of the vessel. See ANALYSIS section 7.

7.0 Analysis

The author has avoided speculation but inevitably some has crept in.

1. The newspaper articles, advertisements, archive records and other information prove that the ship's name was actually GLENDOVEER. NOTE: There has been a HMS Glendoveer and at least two other vessels with the same name over the years so care must be taken to differentiate between them.
2. The Liverpool Mail of 28th June 1845 reported that the GLENDEVEER, master Parsons, sailed the previous evening for Boston USA.?
3. The London Sun 7th July has a report from Port Madoc (sic) on 2nd July " *in consequence of the large American ship Glendoveer, Captain Parsons, which was advertised to leave this place for New York, on the 20th_inst., being at anchor outside*". This suggests that the vessel was there on purpose and not sheltering or had been driven into the Bay. The Morning Post of the same day has a similar report though states the ship is advertised to sail on the 10th July.
4. The newspapers state that she struck at 10 AM on a rising tide. The Pwllheli report states that the lifeboat was passing there at 7 PM. The timing is conflicting.
5. The GLENDOVEER was a large ship for Porthmadog. Her depth of hold was 21' so, if deeply laden on departure . would have had a draft of 17'-18'. In "Portmadoc and its Resources" published in 1856 it states that there is 18' of water in the harbour at spring tides (and presumably at the Bar). It is possible for her to have sailed from here therefore. This is assuming that she was intending loading a deadweight cargo of slates. She may have been "fixed" for a part cargo and advertised to take on passengers. It was usual for passages to North America to be advertised in the newspapers and on handbills posted around the district. None have been found. The advertised date of departure would coincide with the spring tide.
6. The actual wreck is well described. "drove the ship from her anchors" on to the Bar of the River Glaslyn and later, as the tide rose, washed her off on to Morfa Bychan beach. (See map in appendices)
7. The wreck was auctioned off on 12th July – there is no mention of cargo. The new owners must have moved quickly and refloated her before the spring tide which the intended departure date of 20th July suggests. Her anchors and chains were recovered by divers. Note: Eighteen months later an even bigger ship, the TAMERLANE, was refloated from the same place and completely salvaged.
8. The subsequent resale of the repaired hull and her towing away to Liverpool in February 1846 for resale to foreign buyers is recorded. The GLENDOVEER lived to sail another day.
9. The Rescue of the Crew

There is little information on this, and what there is, is difficult to work out. In the newspaper reports a "boat", "pilot boat" and "lifeboat" are all mentioned. Henry Parry suggests that it could have been a multipurpose boat. There was no steam tug at Porthmadog at this time but there must have been some sort of large row boat to tow loaded ships down the river and across the Bar. Deep laden vessels had to depart the wharves at the end of the flood tide so as to arrive at the Bar at high water and it would have been a difficult task to tack down the narrow channel against an incoming tide. Possibly there were two boats, one for towing and a separate, more handy, pilot boat. In

the North Wales Chronicle 11th September 1851 there is a list of the awards made. Nine of the men are local, which suggests a large boat (or two) and also listed are "the Captain and three men of the lifeboat". There was no lifeboat at Criccieth or Pwllheli at this date but Henry Parry writes later in his book, of a little known lifeboat stationed at Penrhyndu, south of Abersoch near St Tudwal's Roads from 1844 to 1853 (see map in Appendices). This lifeboat is mentioned in the newspaper articles and seems to have been involved in the rescue though Henry Parry notes that there are no records of launches or rescues for this boat.

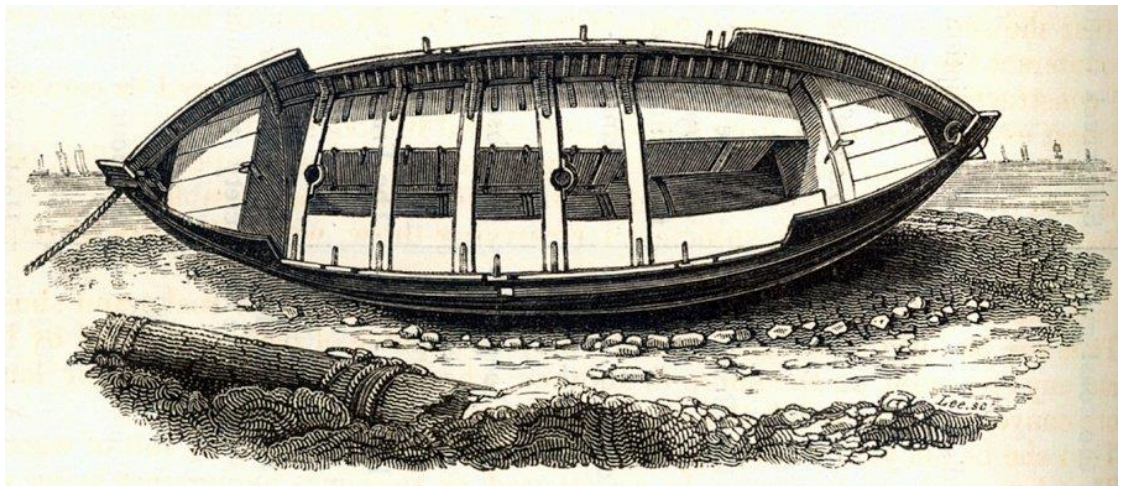


Fig. 10 Eight oar Palmer class lifeboat. Type stationed at Penrhyndu

Nevertheless, it must have been a heroic rescue as three silver medals were awarded by the Royal National Institute of Preservation from Shipwreck (forerunner of the RNLI). Monetary awards of £5 each were made to the other six members of the Porthmadog boat(s) and £4 each to three members of the lifeboat crew.

NOTE: £5 at today's value would be about £600 and £4 about £500.



Fig. 11 W.E. Morris Porthmadog Harbour Master

8.0 Conclusions & Recommendations

1. The Summary of the list of medals awarded by The Royal National Institute of Preservation from Shipwreck in the North Wales Chronicle 11th September 1851 incorrectly names the vessel as the GLENDOWER. This is probably the source of the mistaken identity of the ship in various accounts and publications.
2. The wrecking of the GLENDOVEER is an important incident in a historical context.
3. This stretch of shoreline has been affected by accretion for centuries with material being carried eastward along the southern shore of the Llŷn Peninsula so the site of the incident has been greatly altered. It is possible that artefacts could be uncovered by storms combined with spring tides.
4. Captain Parsons moved quickly to sell the wreck and anything moveable, which was completed ten days after the stranding. Local residents would have been keen to salvage and "spirit" away anything useful but the Excise officers would have been keeping a close eye on everything. The well known painting by J.M.W. Turner of Criccieth Castle (1837) clearly shows this with the mounted Customs officers supervising the removal of barrels and bales from the beach after a shipwreck (see appendices). One article mentions divers from Menai Bridge recovering the anchors and cables (chains). The author is unaware of any magnetometer surveys in this vicinity or any reports from fishing boats snagging gear.
5. The author is unaware if any fittings or parts were removed during the six months the vessel lay at Porthmadog. Possibly there are artefacts in the district.
6. This incident and other shipwrecks in the Bay led to the establishment, in 1853, of Criccieth Lifeboat Station.
"The matter was taken up by N.Mathew esq of Wern and other gentlemen and through their exertions a boat was secured from the Royal Mariners' and Fishermen Benevolent Society, - the station being fixed at Criccieth though supported by subscribers at Portmadoc" - From "Portmadoc and its Resources 1856"
7. The report was compiled completely at home, during the Covid-10 lockdown 2020, from books and online resources. The amount and range of digital data is continuously being added to. The database will be useful to dive clubs, historians, historical societies, archaeology enthusiasts and local schools. The references and methodology will give these and other interested parties an idea of the huge amount of data available for research projects.

8. References

Sources include:

Lloyd's Register 1875 <https://archive.org/details/@lrfhec>

Wreck and Rescue on the Coast of Wales by Henry Parry 1969

Shipwrecks of North Wales by Ivor Wynne Jones 4th edition 2001

Underwater Guide to North Wales by Chris Holden Vol 1 Barmouth to South Stack

Larne and Larne Shipwreck index Vol 5 (Lloyds Register)

Portmadoc and its Resources 1856 by Madog ap Owain – reprinted 2013

Porthmadog Ships by Aled Eames

Wherever Freights May Offer by Lewis Lloyd

Pwllheli The Port and Mart of Llŷn 1991 by Lewis Lloyd

Hen Longau Sir Gaernarfon 1952 by David Thomas

Cymru a'r Môr / Maritime Wales Annual journal from Gwynedd Archives 1976 to present

RCAHMW COFLEIN <https://coflein.gov.uk/>

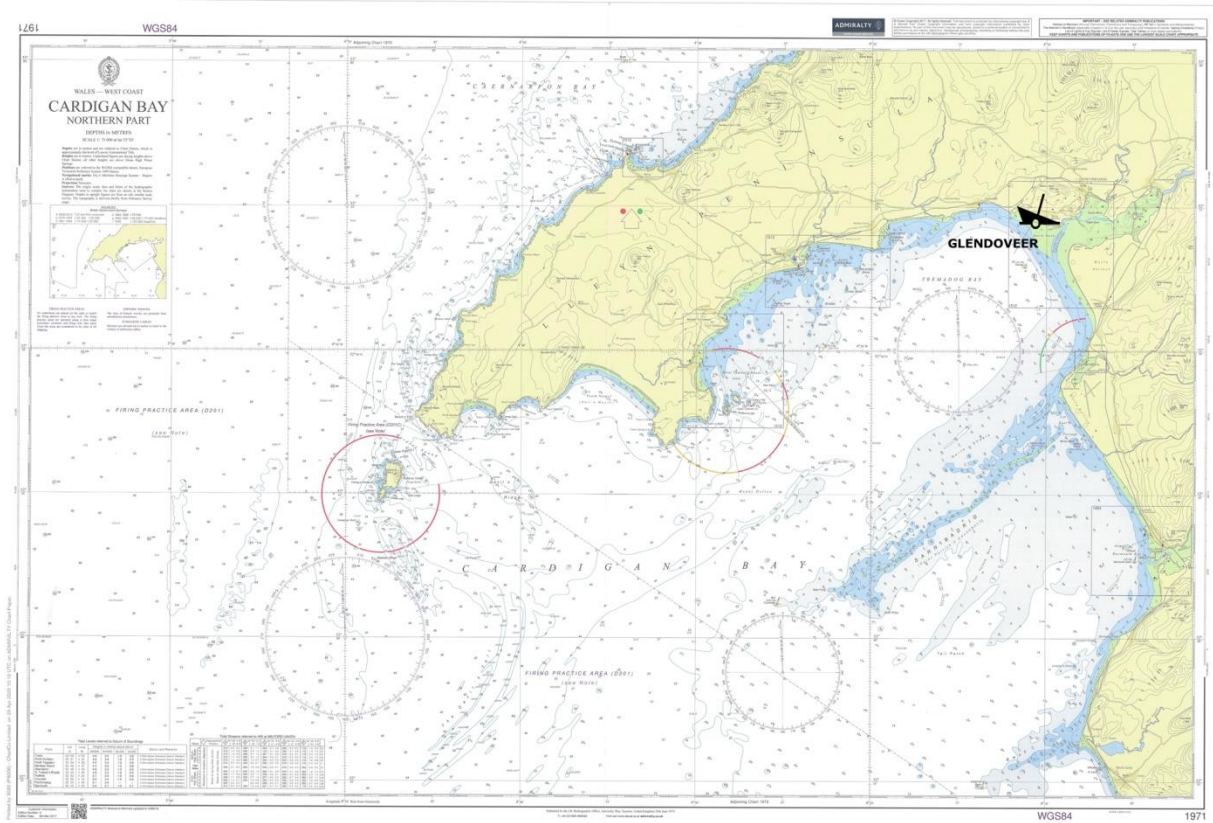
Wrecksite website <https://www.wrecksite.eu/Wrecksite.aspx>

National Library of Wales Welsh newspapers on line <https://newspapers.library.wales/>

The British Newspaper Archive (online) <https://www.britishnewspaperarchive.co.uk/>

Appendices:

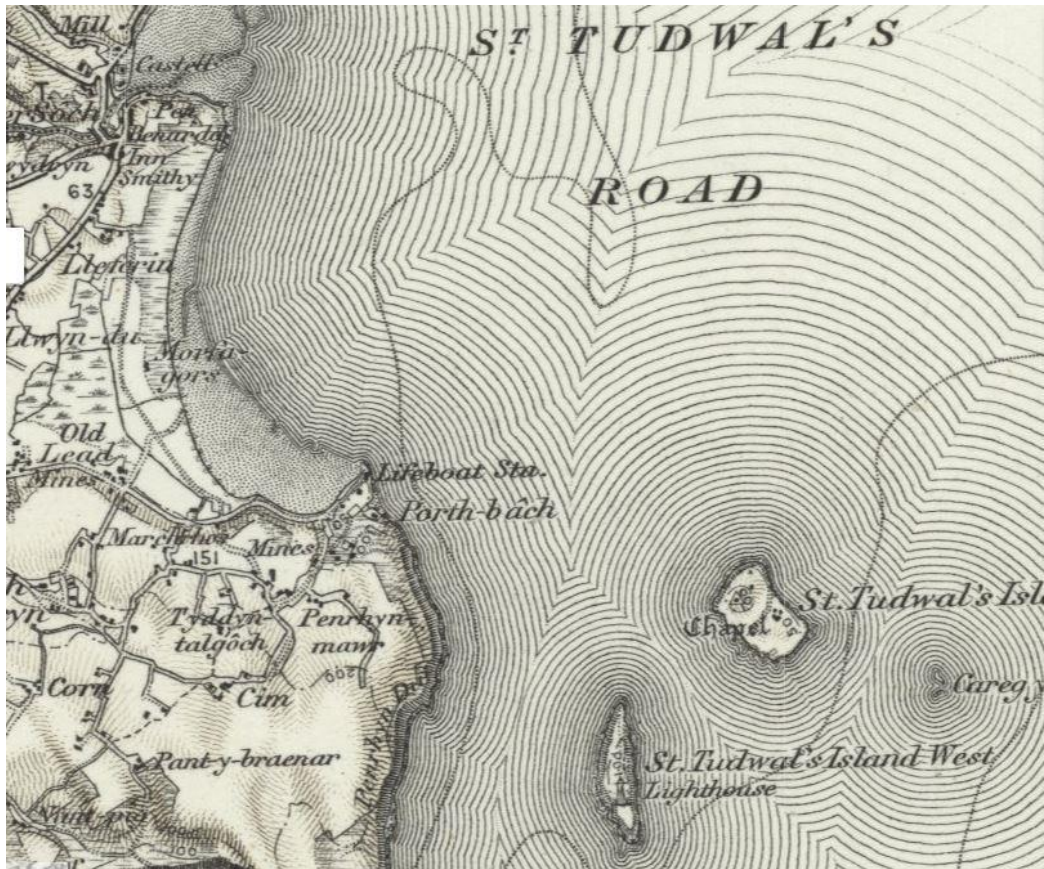
Appendix A - Hydrographic Office chart Cardigan Bay Northern part



Appendix B - Porthmadog Bar and Morfa Bychan O.S. 1888



Appendix C – St Tudwal's Road and Penrhyndu Lifeboat Station O.S. 1888



Appendix D – Engraving of J.M.W. Turner's painting (artistic licence re. castle) 1837



Appendix E – Biography of Ichabod Goodwin, owner of the GLENDOVEER

Biography of Ichabod Goodwin - Archives Mystic Seaport Museum

Ichabod Goodwin was born in 1794 in South Berwick, Maine. After attending Berwick Academy, Goodwin moved to Portsmouth and at the age of 14 began his business training under Samuel Lord, a prominent Portsmouth merchant and ship owner. In 1817 Goodwin was sent to sea as supercargo aboard the ship ELIZABETH WILSON out of Portsmouth. He later served aboard the same vessel as 2nd mate, 1st mate, and in 1819 as Captain. 1821 Goodwin was Master of the ship HITTY and in 1824 he was part-owner of the ship MARION as well as Master for her maiden voyage in 1825. Goodwin's last command was in 1832 aboard the ship SARAH PARKER which was named for his wife and of which he was also part-owner.

Goodwin was deeply involved in the shipping and ship building industries of Portsmouth. He was partial owner of many vessels, including INDIA (1833), SUSANNA CUMMING (1834), HINDOO (1835), JOHN CUMMING (1836), ISAAC NEWTON (1836), GOODWIN (1840), GLENDOVEER (1841), KATE HUNTER (1846), HOPE GOODWIN (1851), DASHING WAVE (1853), MORNING GLORY (1854), and ANNA DECATUR (1856). In 1852 Goodwin was appointed agent of the ship NIGHTINGALE to clear up a difficult financial situation, and at the same time he also acted as the owner's agent in supervising construction of the ship RED ROVER.

As an importer, Goodwin dealt extensively in salt, shipping an average of 14,000 bushels between 1826 and 1836. Sometime during this period Goodwin joined with Samuel E. Coues, also of Portsmouth, to form the mercantile firm of Goodwin & Coues. It is this firm that most likely owned the ships MARY & SUSAN (1839-1844), WOODSIDE (1845-1847), FANEUIL HALL (1846-1849), CATO (1847-1849), COLUMBUS, and BARRINGTON, having a considerable business interest at any rate. Coues was also heavily involved in shipping out of Portsmouth and was part-owner of several vessels, including PERSEVERANCE, MARION, ANN PARRY, SARAH PARKER, INDIA, SUSANNA CUMMING, HINDOO, ISAAC NEWTON, GOODWIN, and GLENDOVEER. Goodwin & Coues enlisted the services of William H. Goodwin, possibly a relative, as Supercargo for several voyages, and William F. Parrott served as Master on some vessels as well as a business partner for others. William Whitney, of Boston, appears to have acted as Shipping Agent for many of these voyages.

The extent of Goodwin's business association was immense and he was involved in a majority of the prominent enterprises in Portsmouth of the time. In 1832 he founded and organized the Portsmouth Whaling Company and was listed as President in 1839. In 1850 he was President of the Portsmouth Steam Factory, a 6-story Textile Mill containing 21,000 spindles and 450 looms. 2,500,000 yards of cloth were produced every year and the factory employed 380 people. Goodwin was also involved in the extension of the steam railway, serving as President of the Eastern Railroad in New Hampshire for twenty years, and as President of the Portland, Saco & Portsmouth Railroad until after 1871. His Presidencies and Directorships included several banks, utilities, and benevolent societies.

Ichabod Goodwin also had a significant political career, serving as a member of the New Hampshire legislature from 1838 to 1856, and as a member of New Hampshire's Constitutional Convention in 1850 and 1876. Goodwin was elected Governor of the State of New Hampshire in 1859 and was re-elected in 1860, serving until June 5, 1861. Goodwin died in 1882 at the age of 87.

Appendix F – Catalogue entry GLENDOVEER Logbooks**Portsmouth Athenaeum**

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Catalog Number	S1232
Catalog Number	S1232
Title	Ship Glendoveer Log Books
Object Name	Book
Scope & Content	<p>Two ship log books kept by William H. Parsons, master of the Ship Glendoveer. The books begins April 14, 1841 and end April 20, 1844. Original destination was planned to be New Orleans, but instead the Glendoveer stopped in Apalachicola, Florida and then on to Liverpool. The Glendoveer washed ashore in a storm ca. 1846, the crew was all saved, but the ship was a total loss.</p> <p>Much of the book has newspaper clippings pasted in it, however there are still many details of the voyage, cargo, etc. visible. The clippings appear to be from about the late 1850s to the early 1860s, some are relative to the Civil War. Clippings include poems, articles, prints and portraits. There are also a few portrait prints and prints of buildings, such as the Pacific Mills in Lawrence, Massachusetts. The second book has a large number of sketches, including a collection of women's hats near the end. Sketches appear to be by William H. Parson's wife, Anna Pine Decatur Parsons. William Parsons died in Hamburg, Germany in 1867.</p>
Collection	Ship Glendoveer Log Books