

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

*Copy of the best picture you can find of the vessel*

*Title*

Report compiled by:

**Sirine S. Ghiye**

Report Title:

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On-line research into the wreck of the:  
*Great Britain Vessel***

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## 1.0 Abstract

The "www Research Project" is about protecting and discovering information of ships, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The sole purpose of the project has been to help people with an interest in maritime history to safely survive the 2020/21 global outbreak of the Covid-19 corona virus and facilitate public access to the historical resource.

The project currently has 535 vessels on its database that have been involved in maritime incidents, and 67 researchers, based in many parts of the world, are investigating 232 of them.

I'm going to present some information about the Great Britain wreck lost in Bardsey Sound/ Caernarfonshire in 03/03/1881. A Pwllheli schooner built from wood carried 109 tons.

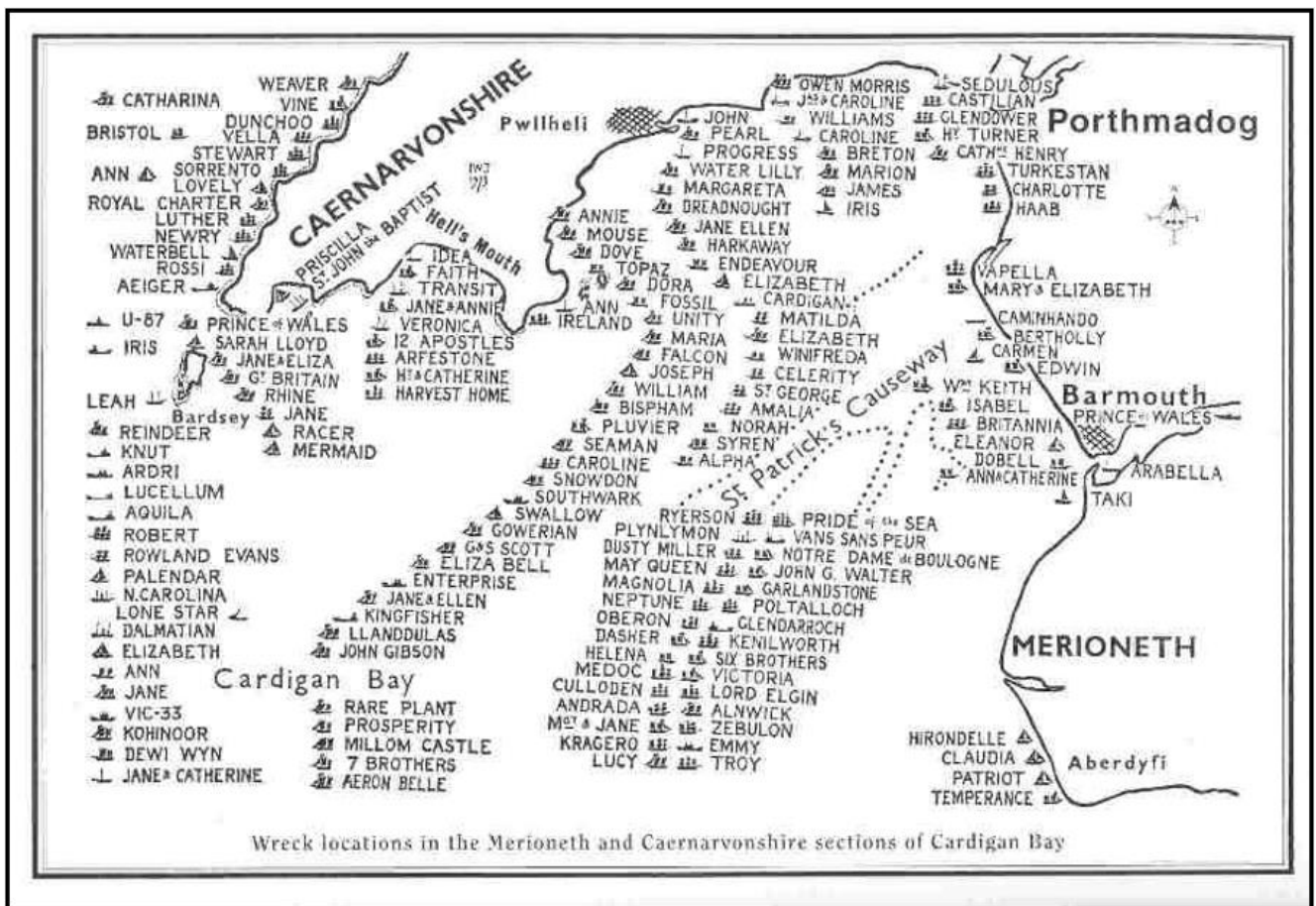


Figure 1. The above map is taken from "Shipwrecks of North Wales" by Ivor Wynne Jones, and shows around 38% of the wrecks on MADU's database.

## 2.0 Index

<b>2.1 Table of Contents</b>		<b>Page No.</b>
<b>1.0 Abstract</b>	-----	3
<b>2.0 Index</b>	-----	4
2.1 Table of Contents		4
2.2 List of Pictures		4
2.3 Contributors		5
2.4 Abbreviations		5
<b>3.0 Introduction</b>	-----	6
<b>4.0 Background</b>	-----	7
<b>5.0 Research Methodology</b>	-----	9
<b>6.0 Results</b>	-----	10
<b>7.0 Analysis</b>	-----	11
<b>8.0 Conclusions &amp; Recommendations</b>	-----	12
<b>9.0 References</b>	-----	13
<b>Appendices:</b>		
<b>Appendix A – Lloyd' Register</b>	-----	14
<b>Appendix B – Bardsey Island</b>	-----	15
<b>Appendix C – Great Britain</b>	-----	16

<b>2.2 List of Pictures</b>		<b>Page No.</b>
Front Cover: Title	-----	1
Fig. 1 Shipwrecks of North Wales	-----	3
Fig. 2 Caernarfonshire	-----	7
Fig. 3 Caermarfon Bay	-----	8
Fig. 4 Bardsey Island	-----	11

## **2.3 Contributors**

Ian Cundy

## **2.4 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

### **3.0 Introduction**

There is no specific reason to choose the wreck, in this project I have chosen the wreck randomly. My own reason is to investigate and search for information and to get experience in searching and reading about wreck.

In every research, I have almost the same question to answer about the wreck:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- What was the story leading up to wrecking?
- What caused the wrecking?
- What has happened since the wrecking?
- Has anyone previously investigated or researched the vessel back story?

## 4.0 Background

The GREAT BRITAIN was a wooden schooner registered at Pwllheli. At time of loss, the vessel was owned by G Griffiths, Porthmadog, and was carrying a cargo of cut roofing slates from Porthmadog to Plymouth under the command of H Evans. The schooner was caught in a south-easterly gale force 10 and foundered 14 miles north-northwest of Bardsey lighthouse on 3 March 1881.

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

A Belfast correspondent telegraphs that the storm in the north of Ireland continues very severe. The Great Western steamer, Severn, Captain Mills, arrived in Belfast yesterday from Bristol, having on board part of the crew of the schooner Great Britain, Hugh Evans, master, belonging to Carnarvon, who had been taken off that vessel while in a sinking condition. The Severn sighted the Great Britain on Thursday off Bardsey Island, Cardigan Bay, flying a distress signal, and found her in a sinking condition. Owing to the heavy sea, a boat could not be launched, but Captain Mills ran the steamer alongside the schooner, and the captain and three seamen were saved. One was crushed to death between the vessels.

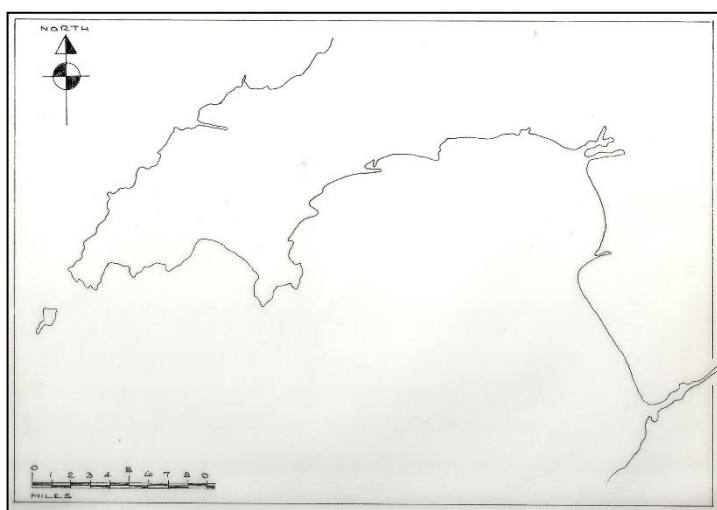


Figure 2. Caernarfonshire

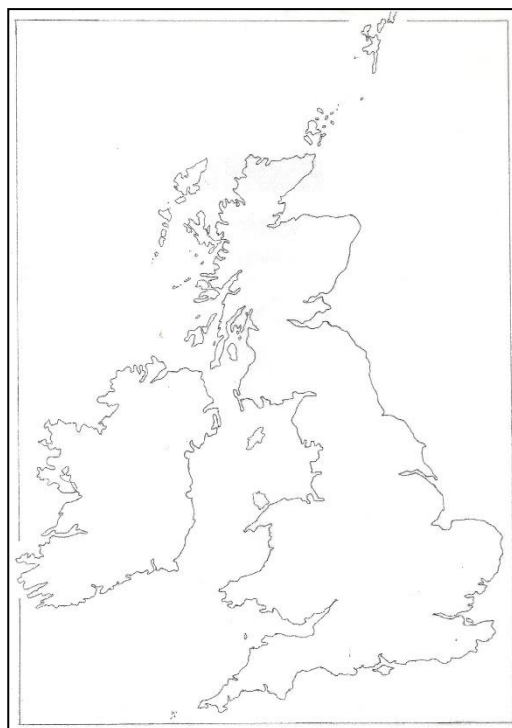




Figure 3. Caernarfon Bay

## **5.0 Research Methodology**

My research is depending on an on-line methodology via several webs to assemblage information as much as I can. I faced some difficulties in search because of the similar names of wreck with different date. The challenge here is to choose the right information and related to Great Britain shipwreck.

The history and event of wreckage are from the Coflein site, unfortunately, the site didn't have an image for the vessel.

The Lloyd's Register of Ships online more information has putted in Appendices section.

Other information is collected and putted in the report a big credit to Chris Holden.

I choose to be the briefing of information in the Results section from the report, to refine all the important information concerns the vessel in table form.

## 6.0 Results

Vessel	Name/s	
	Type	Pwllheli schooner
Built	Date	1840
	Builder	Name
		Address / Location
Construction	Materials	Wood
Propulsion	Type	Sail
Drive	Type	Paddle Wheels, Propeller, etc.
Tonnage	Net	109 tons
Owner	First	Griffoths
	Last	G.
		Porthmadog
Registry	Port	Caernarfon
	Flag	United Kingdom
History	Routes	Porthmadog
		Plymouth
	Cargo	Slate, stone, Roofing slates
Final Voyage	From	Porthmadog
	To	Plymouth
	Captain	Evan, H
	Crew	5
	Cargo	Slate, stone, Roofing slates
Wrecking	Date	03/03/1881
	Location	St. George's Channel, Bardsey L/h, 14M NW x N
	Cause	Wind conditions SE force 10
	Loss of life	1
	Outcome	Total Loss

## 7.0 Analysis

The information of Great Britain wreck is limited because the shipwreck has been lost. Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity. For this why, I couldn't answer all of the question mentioned before in the introduction section.

The online research challenged by the lack of information and the similar names of the wreck, but what we had here are the results and the briefing information of Great Britain wreck.

Searching that information and collected them into report is useful and helpful for the future, where new student and researchers are able to get knowledge and resource through the online access on the project.

This historical wreck is going to be a memory for those people who are related to it, and added to the collection of other wreck lost and sunk around Bardsey Island.



Figure 4. Small, lush land mass with a lighthouse, ancient ruins & a bird observatory, plus seals and dolphins.

## **8.0 Conclusions & Recommendations**

Every ship has its own story and events some events, it could some of them were not reported, and especially when it has been sunk in the sea. it holds a people and spirit who left their family and house and cross seas for work. Saving information from disappear is a way to save the memory of those people too.

The ships which has been sunk in the seas of England are holding also the history of this country, the different technique and types of its ships. Each ships have its own characteristic which indicate the construction technique different from other ships. And that is very precious because it gives information on how the construction technique are developed from one ship to another which is related to development of the country from previous time to nowadays.

I spent many hours trying to get and gather all the information related to Great Britain sunk in 3 March 1881, and separate them from other information which is for a similar names of wreck but a different sinking date.

Collecting information is not easy especially when the wreck has been lost, more advance and developed marine technique are necessary nowadays, it helps to collect and gather information about the sea bed and the shipwrecks. And also diving is important and more passion when it's safe to dive in the site because seeing the wreck by eyes we can have noticed things that could be not very visible via technological marine techniques.

## 9.0 References

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

Jones, I.W., 2001, Shipwrecks of North Wales. Landmark Publishing Ltd.

Boar4d of Trade Wreck Return 1881 Appendix Parts I-IV pg92 (362).

Larn and Larn Shipwreck Database 2002.

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg27.

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://coflein.gov.uk/en>

Appendices:

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

110 LIST OF OWNERS OF SHIPS

<p><b>Wilson, J. H., &amp; Co.,</b> <i>Cardiff.</i> Reg. Tons i.s. Campanil ..... 425 i.s. Elington ..... 607 i.s. Gahaira ..... 407 i.s. Mardy ..... 416</p> <p><b>Wilson, J. M.,</b> <i>Chatham, N.B.</i> w. Suliste ..... 1142</p> <p><b>Wilson, J. &amp; E.,</b> <i>59, Russell Street, Bermondsey, London, S.E.</i> i.s. Castlemaine ..... 729</p> <p><b>Wilson, J. &amp; R.,</b> <i>22, Oswald Street, Glasgow.</i> i. City of Canton ..... 909 i. Loch Awe ..... 1063 i. Loch Eck ..... 1641 i. Loch Linne ..... 1381 i. Loch Ranza ..... 1075</p> <p><b>Wilson, Peter Day,</b> <i>30, Prospect Street, Plymouth.</i> w. Ettie ..... 500</p> <p><b>Wilson, Robert,</b> <i>132, Market Street, St. Andrew's, Fifeshire.</i> w. Jessie ..... 54</p> <p><b>Wilson, R., R. Bir-kett, &amp; J. Brown,</b> <i>Morescombe, co. Lancaster.</i> i.s. Roses ..... 53</p> <p><b>Wilson, R. A.,</b> <i>Handlet Terrace, Skirbeck Quarter, Boston, Lincoln.</i> w. Rebecca ..... 77</p> <p><b>Wilson, S.,</b> <i>Falnochie, Kirkcudbright.</i> w. Glasgow ..... 146</p> <p><b>Wilson, Sons, &amp; Co.,</b> <i>(Lim),</i> <i>7, Droper's Gardens, London, E.C.</i> i.s. Emperor ..... 72</p> <p><b>Wilson, T., Sons, &amp; Co.</b> <i>Hull.</i> i.s. Albano ..... 697 i.s. Angelo ..... 998 i.s. Apollo ..... 1125 i.s. Argo ..... 461 i.s. Bassano ..... 1185 s. Borodino (Steel) ..... 901 i.s. Bravo ..... 899 i.s. Calypso ..... 1123 i.s. Cameo ..... 833 i.s. Cato ..... 835 i.s. Coma ..... 1164 i.s. Dido ..... 1062 i.s. Domino ..... 525 i.s. Erato ..... 1210 i.s. Falcon ..... 270 i.s. Fido ..... 741 i.s. Flamingo ..... 550 s. Gitano (Steel) ..... 977 i.s. Goro ..... 783 i.s. Hero ..... 671 i.s. Hidalgo ..... 1220</p>	<p><b>Wilson, T., Sons, &amp; Co.,—cont.</b> Reg. Tons i.s. Humber ..... 699 i.s. Irwell ..... 609 i.s. Kelse ..... 839 i.s. Leo ..... 841 i.s. Lepanto ..... 1871 i.s. Marengo ..... 1823 i.s. Maredin ..... 947 i.s. Milo ..... 823 i.s. Nero ..... 841 i.s. Orlando ..... 1031 i.s. Othello ..... 1977 i.s. Otranto ..... 1914 i.s. Otto ..... 831 i.s. Pacific ..... 575 i.s. Palermo ..... 1317 i.s. Panther ..... 590 i.s. Quito ..... 1229 i.s. Rialto ..... 1709 i.s. Rinaldo ..... 1284 i.s. Rollo ..... 1056 i.s. Romano ..... 1870 i.s. Romeo ..... 1210 i.s. Salerno ..... 1659 i.s. Sapho ..... 895 i.s. Silvio ..... 693 i.s. Sorrento ..... 1775 i.s. Tasso ..... 47 i.s. Thomas Wilson ..... 119 i.s. Tiger ..... 110 i.s. Virago ..... 154 i.s. Xantho ..... 152 i.s. Yeddo ..... 171 i.s. Zebra ..... 37</p> <p><b>Wilson, William,</b> <i>Kirkgate Street, Irvine, Ayr.</i> w. Enterprise ..... 110</p> <p><b>Wilson, William,</b> <i>Workington, Cumberland.</i> w. Rapid ..... 106</p> <p><b>Wilson, Wm. N., Sen.,</b> <i>Glynn, co. Antrim.</i> w. Mayflower ..... 60 w. Ottawa ..... 137</p> <p><b>Wilson &amp; Blain,</b> <i>Foreyth's Dock, N. Shields.</i> w. Britomart ..... 500</p> <p><b>Wilson &amp; Co.,</b> <i>59, Russell Street, Bermondsey, London, S.E.</i> i.s. Engadine ..... 803</p> <p><b>Wilson &amp; Co.,</b> <i>Whitehaven.</i> w. Benita ..... 121</p> <p><b>Wilson &amp; Co.,</b> <i>Elo de Janeiro.</i> w. Pacifico ..... 109</p> <p><b>Wilson, Son, &amp; Co.,</b> <i>Bahia.</i> w. Ventura ..... 87</p> <p><b>Wilson, Taylor, &amp; Co.</b> <i>North Shields.</i> i.s. Beta ..... 845 i.s. Joseph Viney ..... 800 i.s. R. W. Boyd ..... 840</p>	<p><b>Wilton, Charles L.,</b> <i>17, Langhorne Chambers, Fen-church St., London, E.C.</i> Reg. Tons w. Alice ..... 194</p> <p><b>Winchester, J., &amp; G.</b> <i>Swanson, Garmouth, co. Elgin.</i> w. Gipsy ..... 187</p> <p><b>Winder, George,</b> <i>Limerick.</i> w. Brazilian ..... 190</p> <p><b>Wingate, James, &amp; Co.,</b> <i>14, Tithebaron Street, Liverpool.</i> i.s. Celt ..... 64</p> <p><b>Wingate J. &amp; T. B. Fox</b> <i>Liverpool.</i> i.s. Resolute ..... 72</p> <p><b>Winlo, John, &amp; Co.,</b> <i>42, Charlotte St., South Shields.</i> w.s. Great Britain ..... 16</p> <p><b>Winship, William,</b> <i>Blyth, Northumberland.</i> w. Rose ..... 237</p> <p><b>Winstanley, James,</b> <i>44, Back Lane, Dublin.</i> w. Gartmorn ..... 327</p> <p><b>Winter, William,</b> <i>Nenhaven, Sussex.</i> w. Warblington ..... 202</p> <p><b>Winters, C.,</b> <i>Elfeth.</i> i. Khorasan ..... 1039</p> <p><b>Wiseman, J.,</b> <i>5, St. Helen's Place, London.</i> i.s. Diana ..... 76</p> <p><b>Wishart, J. G., &amp; J.</b> <i>Scupholm, Seaton Carew, Durham.</i> w. Sarah &amp; Elizabeth ..... 85</p> <p><b>Witley, J.,</b> <i>Jersey.</i> w. Rescue ..... 32</p> <p><b>Witten, Richard,</b> <i>Svahan Harbour, Durham.</i> w. Agatha ..... 187</p> <p><b>Wittkamp, W. A. J.</b> <i>Schiedam.</i> w. Kosmopoliet III. ... 1299</p> <p><b>Wittkamp &amp; Jansen,</b> <i>Schiedam.</i> w. Joseph ..... 680</p>	<p><b>Woermann, C.,</b> <i>Hambury.</i> Reg. Tons i. Adolph ..... 581 w. Alins ..... 584 i. Deutschland ..... 833 i. Dorothea ..... 1016 w. Eduard ..... 589 w. Karl ..... 382 w. Thormahlen ..... 696</p> <p><b>Wolf &amp; Meijer,</b> <i>Amsterdam.</i> w. Bordeaux Packet ... 285</p> <p><b>Wood, Adam,</b> <i>Troon, Ayrshire.</i> w.s. Black Diamond ... 134</p> <p><b>Wood, B. C.,</b> <i>Freemantle, W.A.</i> w. Star Queen ..... 294</p> <p><b>Wood, C. L., &amp; Others,</b> <i>26, Coal Exchange, London, E.C.</i> i.s. Killingworth ..... 367</p> <p><b>Wood, Mrs. Elizabeth</b> <i>Grilly, Yorkshire.</i> w. Starling ..... 112</p> <p><b>Wood, James,</b> <i>Blyth, Northumberland.</i> w. Endeavour ..... 290 w. Isle of Beauty ..... 286</p> <p><b>Wood, James,</b> <i>Portsoy, Banffshire.</i> w. Chase ..... 59 w. Scotia ..... 130</p> <p><b>Wood, James,</b> <i>Harbour Manager, Troon, Ayrshire.</i> i.s. Portland ..... 18</p> <p><b>Wood, John,</b> <i>Hull.</i> w. Sophie ..... 111</p> <p><b>Wood, John,</b> <i>Bridlington Quay, Yorks.</i> w.s. May ..... 30</p> <p><b>Wood, John,</b> <i>Kirkwall, Orkney Islands.</i> w. Senator ..... 89</p> <p><b>Wood, John,</b> <i>27, Coal Exchange, London, E.C.</i> i.s. Killingworth ..... 367</p> <p><b>Wood, Joseph,</b> <i>43, Mariachal Street, Aberdeen.</i> i.s. Celtic ..... 96</p>	<p><b>Wood, Josiah</b> <i>Sackville, 1</i> w. Kwasind .. w. Onaway .. w. Siddartha ..</p> <p><b>Wood, J. M.</b> <i>17, Water Street,</i> i.s. Macgregor ..</p> <p><b>Wood, J. S.,</b> <i>Peterhead</i> w. Tarlair ..</p> <p><b>Wood, Linds</b> <i>South Hill, 1</i> i.s. Black Diamond .. i.s. Lyon .. i.s. Seaton ..</p> <p><b>Wood, Nichol</b> <i>Coal Exchange, 1</i> i.s. Sardinian ..</p> <p><b>Wood's, Nick</b> <i>Sunderland</i> i.s. Black Boy ..</p> <p><b>Wood, R., &amp; Turner,</b> <i>Wallington,</i> i. Sunbeam ..</p> <p><b>Wood, T.,</b> <i>Ignye, Do</i> w. Flying Fish ..</p> <p><b>Wood, T. F.</b> <i>West Hill, Grass</i> w. Flora .. w. Seeker ..</p> <p><b>Wood, W.,</b> <i>Goole, York</i> w. Surprise ..</p> <p><b>Wood, Willi</b> <i>Merchant, 1</i> w. Dunslaw ..</p> <p><b>Wood, Bros.</b> <i>88, Runford Place</i> i. Lammerlav ..</p> <p><b>Woodburn, 1</b> <i>13, Bridge Street, 3</i> w. Duchess ..</p> <p><b>Woodhead, T</b> <i>Pier Street,</i> w. Aurora .. w. Lucy .. w. William H ..</p> <p><b>Woodger, Ed</b> <i>Lowestof</i> w. Beaconsfel ..</p>
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1. signified Iron. w. Wood. c. Composite. s. Steamer.

## Appendix B – The Timeline for the Bardsey Island

### BARDSLEY ISLAND.

A correspondent has furnished us with the following brief history of the above place, which we have much pleasure in laying before our readers :—

The Convent at Bardsey (Enlli) was one of the most ancient religious institutions in North Wales, for Einion Frenin, one of the Reguli of the county is said, in conjunction with Emyr Llydaw, to have founded a College in that Island, about the middle of the 5th century, and Lleucad (Landatus) is generally supposed to have been the first Abbot. Dufrig, (Dubritius) Archbishop of Caerleon, is represented in our Welsh annals to have resigned in favour of St. David's, and to have retired to Bard-ey, where he died about the year 612, from which circumstance, it is evident, that there must have been a religious establishment here prior to that period. It seems likely to have been a seat of the Culdees, or Colidei, the first religious recluses of Great Britain, who sought islands and other places, in which they might worship the true God. It was certainly resorted to in very early times; for we are assured, from undoubted authority, that it flourished as a Convent in the days of Cadvan, King of Britain, who was coeval with Dubritius. It was an Abbey dedicated to St. Mary, and in the Sebright MSS. a petition is recorded, says Mr. Pennant, from the Abbot to Edward II., in which he sets forth the injuries he had received from the Sheriff of Ca-

## Appendix C

# Monday 07 March 1881

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LIBRARY BOARD. ALL RIGHTS RESERVED.

**RATHMULLEN, March 5, 12 22 P.M.**—**BEE**.—The Bee  
nack, of Belfast, total **wreck** Wednesday off Fanad Head,  
ough Swilly.—[See “Londonderry” paragraph in *List of*  
**March 5.**]

**LARNE, March 4.**—**MARY**, of Belfast, from Dublin for  
Coleraine (manure), stranded here, is making a considerable  
quantity of water. Vessel's stem and stern posts are believed  
to be started. On gale moderating, cargo must be discharged,  
and vessel examined and repaired prior to continuing voyage.

**BELFAST, March 4.**—**GREAT BRITAIN** schooner, of Caer-  
arvon, has been abandoned in a sinking state off **Bardsey**  
**Island**; the crew, except one man killed, were taken off by  
the Severn (s), arrived here to-day from Bristol.

**BELFAST, March 5, 12 28 P.M.**—**CASTLEMAIN**.—Cross  
channel telegraph wires working badly. Harland and Wolff,