



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

Report compiled by:
Gerallt Owen

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Compiled by:

Gerallt Owen
07920025338
gerallt.owen@aol.co.uk

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419E-mail:
nas@nauticalarchaeologysociety.org Web Site:
www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

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1.0 Abstract

The aim of the "www Research Project" is to carry out further research into the 500 plus ship wrecks off the north Cardigan Bay coast. The research is carried out exclusively on-line using extensive internet based resources.

The research should cover not just the shipwreck and the circumstances surrounding the wrecking, but also look at the history of the vessel, from it's construction, registration, crew, cargo, voyages etc

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2.4 Contributors

National Library of Wales Newspaper Archives

Lloyds Register and Lloyds List

CLIP

Coflein

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
etc.	

3.0 **Introduction**

I had decided to research two vessels during the Covid 19 lockdown in the spring of 2020. I had selected one called the Six Brothers and decided on the second merely on the fact that it had been wrecked on the approach to my hometown harbour of Porthmadog. I had hoped that Industry was a fairly uncommon name for a ship, but that was to prove very far from the truth

I was hoping to find out as much as possible about the history of the vessel and the circumstances of its shipwreck such as

- 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?

4.0 **Background**

Prior to starting my research all that I knew was what was included on the MADU database, namely the ships name, approximate date of wreck and location of wreck

Unfortunately the maps could not be incorporated into the report due to the technical inadequacies of my computer software.

5.0 **Research Methodology**

During my research, which I did exclusively from home, during the Covid 19 pandemic of 2020 I used my Hewlett Packard Pavillion 15 Notebook Laptop and my Ipad. On the laptop I had Windows 10 Ver 1903 and ran the Opera web browser and Open Office 4.1.7.

The ipad was a 6th Generation running sotware version 13.3.1. I used the Safari browser.

The approach I used followed the guidance notes provided but I also used the National Library of Wales Newspaper archive which I have used for other research I have done in the past.

My initial search on April 29th was to find newspaper reports of the shipwreck. This I found on the National Library of Welsh Newspaper Collection (copies included below)

Some weeks later I concentrated my research on the Industry. Firstly I looked at the book 'Portmadoc Ships' which has two ships named the Industry and after some initial confusion it transpired that neither was the ship I was researching

In the days that followed I searched the CLIP and Coflein sites for more information. Details slowly emerged on the correct ship named Industry O/N 28045. Information on where it was built, ownership and changes of ownership emerged both from Lloyds Register of Shipping and the Merchantile Navy List.

Crew lists were available on CLIP for a good number of years

The Coflein site was useful in pinpointing the site of the wreckage and also listing the vessels owners over the years

Some time was spent trying to document the movements of the vessel by scrutinising Shipping Intelligence notices in papers both in Wales at National Library and further afield at the British Newspaper Archive. This proved frustrating and time consuming with only a few entries during the 1870's were obtained.

Some time was saved on this search as sites that had proved unhelpful in work on Six Brothers or when the websites themselves were not working as in the case of theshiplist.com or the nationalhistoricships.org.uk were ignored

6.0 **Results**

The basic facts of the vessel are as follows

Vessel	Name/s	Industry		
	Type	Schooner		
Built	Date	1860		
	Builder	Jones		
		Flint		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	Unknown		
Propulsion	Type	Sail		
	Details			
Engine	Details	None		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	71 ft	0 ins	m
	Beam	18 ft	5 ins	m
	Draught	8 ft	7 ins	m
Tonnage	Gross	71 tons		
	Net			
Owner	First	Parry and Co		
		?		
	Last	H. Rees		
		Borth		
	Others	Michael Parry, Flint (1868) William Vickers, Connah's Quay (1869) William Evans, Borth (?)		
Registry	Port	Originally Chester then Aberystwyth		
	Flag	British		
	Number	28045		
History	Routes	Originally a Flint Coaster		
		See below		
	Cargo	Various		
Final Voyage	From	She had left Portmadoc with slate		
	To	Unknown		
	Captain	William Evans		

	Crew	See below
	Passengers	None
	Cargo	Slate
Wrecking	Date	December 7 th 1891
	Location	North Bank Grid Reference SH5473134445 Source - Coflein
	Cause	Slipped her chain and drifted unmaned
	Loss of life	None
	Outcome	Total Loss

The schooner Industry was built in Flint in 1860 by Jones (no info)

CLIP also notes that there is a reference to the Industry in Ships built on the River Clwyd, by R Fred Roberts in Maritime Wales, No 14, p20. (Have not had sight of the book)

No information can be found about the launch of the vessel.

From the Appropriation Books entry the Industry was registered on February 24th 1860 and that is also the Appropriation Date.

There was some change of ownership over it's working life. Original owner was Parry and Co with the ship registered in Chester, This seems to have been the case from 1861 to 1868. In 1868 the Merchantile Navy List records the ships owner as Michael Parry of Flint and in 1869 the recorded owner is William Vickers of Connah's Quay In 1869 it seems that ownership changes again to H. Rees and the ship is registered now in Aberystwyth.

The master of the ship from 1861 to 1868 is a W. Roberts.

CLIP has list of crew members from 1870 to 1891 apart from three years namely 1872, 1875 and 1885.

Between 1st July 1870 and somewhere between July and December 1880, Hugh Rees, Borth is the named master of the Industry. He is said to have been born in 1827.

Sometime between July and December 1880 the position of Master is taken over by John Thomas of Llanon aged 36.

By July 1st 1881 another Hugh Rees is named as Master he is said to have been born in 1861 and a Hugh Rees is named as a nine year old Boy on the Industry during the first six months of 1871. He remains as Master for some two years. Could he possibly be the son of the first Hugh Rees? It appears not. According to the 1881 Census Hugh Rees a Mariner from Borth, Cardiganshire did have a son called Hugh but he was only 15 in 1881 and therefore not old enough to be the Hugh Rees mentioned in the Crew list.

Sometime during July to December 1883 William Evans becomes Master and remains in the role until the shipwreck in 1891. The age, year of birth and place of birth of William Evans changes several time over the course of these 8 years. He is said to have been born between 1838 to 1842 and his place of birth is noted as Aber Dovey, Cardigan and Portmadoc on different crew lists.

No separate owner is named on any of the Crew lists seen between 1870 and 1891.

Crew Agreements for the years between 1863 and 1869 are held at the Clwyd County Record Office but do not seem to be held digitally. I have not been able to access them.

The crew members listed for the final six months (1/7/1891 to 31/12/1891) of the ships working life prior to wrecking is as follows:

Name	DoB	Position
William Evans	1838	Master
Robert Parry	1856	Boatswain
George Hill	1871	Boatswain
Edward Roberts	1872	Ordinary Seaman
John Davies	1871	Cook (1 st Voyage)
John Davies		Boatswain
William Cadwalader	1876	Cook

It has proved extremely difficult to find routes which the Industry sailed. Primarily this is because there are a number of ships named the Industry and it is difficult to confirm that the entry in Shipping Intelligence notices in the correct ship. However a number of references to a ship called Industry with a master by the name of Rees was working out of Aberdovey during the mid 1870's. For example the Cambrian News Shipping Intelligence notes the Industry, Rees sailing for Cork in September 1873. The same ship arrived at Aberdovey from Cork in August 1876 and again in September 1877. While in April 1877 it arrived from Youghal. In September 1879 it arrived in Aberdovey from Dublin. It seems that at least in part it sailed regularly to and from Ireland. There is no indication as to what it was transporting, but slate may well have been a regular cargo. I have also found one mention of the ship having arrived at Aberdovey from Torquay in November 1876.

The wrecking of the Industry in 1891 was reported in Carnarvon and Denbigh Herald on Friday December 11th 1891 on page 6 as follows:

LOSS OF THE "INDUSTRY",

Whilst at anchor in St. Tudwell's Roadstead on Tuesday, the schooner Industry, of Portmadoc, slipped her chain, and drifted against the John Evans, also of Portmadoc. The crew of the Industry jumped on board the latter vessel, and their own craft was blown towards Portmadoc Bay. She came ashore near the entrance to Portmadoc bar, and sank. She was loaded with slates, and had only just sailed from that port.

The above article does not say where the Industry was bound with her cargo of slates but two ships by the name Industry had left Portmadoc in the days before December 7th, one was headed for Cork and one for Cardiff.

Coflein states that at the site of the shipwreck on Portmadoc bar a wreck of a sailing vessel was reported many years later in 1954 It was marked with a green can buoy and a Notice to Mariners was issued (NM1930/54). On 29 March 1957, the Harbour Master at Porthmadog reported that the wreck had been dispersed (NM743/57). It is not confirmed that this was in fact the wreck of the Industry.



7.0 **Analysis**

As this was the second ship I researched it proved somewhat easier as I was more familiar with the various terms, abbreviations and how the information was presented in the source documents.

The ownership and the ships masters over the 31 years of its existance proved relatively straightforward.

The fact that initially there was some confusion with another ship by the name Industry which was built in Gloucester put me down a couple of blind alleys.

The fact that the Industry was not originally built in Porthmadog and was not a Porthmadog Ship made it harder for me to retain my interest in the ship.

It is noted that for the first ten years or so the ship is described as a Flint Coaster.

In the 1870's it seems to have been based in Aberdovey and travelled on occasion to Ireland.

It would be merely speculation to guess what cargo it carried, but it was carrying slate when it was eventually wrecked

It is regretable that sailings in the 1880 and later proved very elusive

The actual wrecking was described in a contemporary newspaper report, but the circumstances are somewhat bizzare.

8.0 **Conclusions & Recommendations**

The research took considerably longer than anticipated. In part this was because it was hard to judge to what level of detail one should go. Chasing down blind alleys did happen on occasion. I would estimate that somewhere around 20 hours of research for this vessel.

It would appear that the wreck was seen in 1954 but that in 1957 the wreck had dispersed and that therefore very little now remains of the wreck and that diving to attempt a survey may be futile.

The crew lists for some of the early years are held at the Clwyd Record Office and further information on the first decade of the ship may be held there. In particular there may be some information on why the boat changed hands three times during 1868 and 1869.

As this was the second ship I researched I was a little better prepared and took better notes, but the various sources can be difficult to piece together.

For the most part the original questions posed have been answered but more details on the early years and the final few years would have been useful.

9.0 **References**

<https://archive.org/details/@lrfhec>

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

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

<http://www.maritimearchives.co.uk/lloyds-register.html>

<https://newspapers.library.wales>

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

<https://coflein.gov.uk/en/site/524897/details/six-brothers>

http://www.mariners-list.com/site_pages.php?section=Ship+Registers&category=Appropriation+Books+

<http://freespace.virgin.net/r.cadwalader/maritime/lifeboat/wreck.htm>

Appendices:

Any relevant additional information can be added as an appendix as you think appropriate, and a couple of suggestions that you may like to consider are included below: