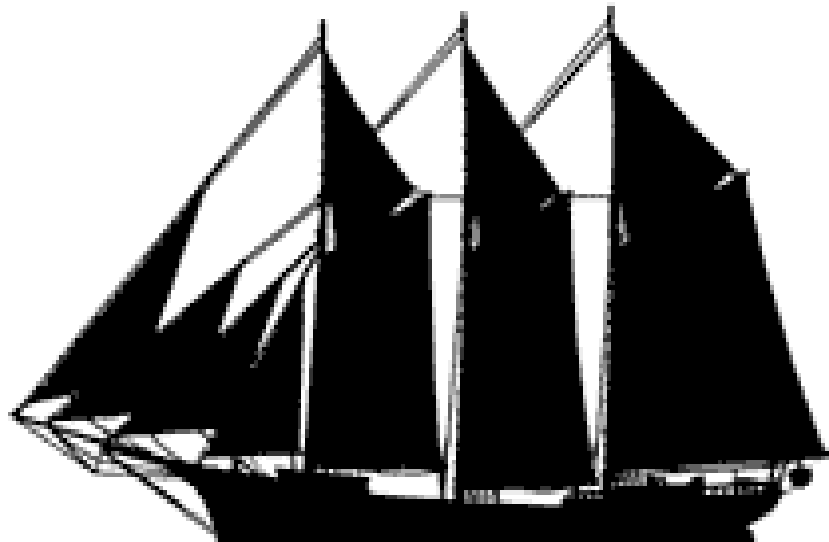


**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the:  
John Ewing (Schooner)**



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

Report Title:

**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the:  
*John Ewing (Schooner)***

Compiled by:

**Gareth J.S. Davies**  
Manila, Philippines  
Email/Skype: [davies\\_j\\_gareth@hotmail.com](mailto:davies_j_gareth@hotmail.com)

On behalf of:

**Nautical Archaeology Society**  
Fort Cumberland  
Fort Cumberland Road  
Portsmouth  
PO4 9LD  
Tel: +44 (0)23 9281 8419  
E-mail: [nas@nauticalarchaeologysociety.org](mailto:nas@nauticalarchaeologysociety.org)  
Web Site: [www.nauticalarchaeologysociety.org](http://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](mailto:MADUdiving@gmail.com)  
Web Site: [www.madu.org.uk](http://www.madu.org.uk)

Date:

**January 2021**

Report Ref:

***Leave blank***

## **1.0 Abstract**

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the schooner John Ewing (MADU Ref #339) built in Whitehaven in 1867.

On March 25 1902, the John Ewing ran aground on Poppit Sands Cardigan. Newspaper articles say the ship was wrecked. However subsequent research shows the John Ewing was refloated and repaired.

Also listed in the MADU Database was a second John Ewing (MADU Ref #410) which on Feb 16 1918 was abandoned and towed into St Tudwals Road by the Barmouth Lifeboat.

This report has been made to show the two John Ewing ships listed (#339 and #410) are in fact the same ship.

The John Ewing is reported to have sunk off Moelfre Anglesey on Oct 19 1925.

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

## 2.0 Index

### 2.1 Tables of Contents Page No.

<b>1.0 Abstract</b> .....	3
<b>2.0 Index</b> .....	4
2.1 Table of Contents .....	4
2.2 List of Tables .....	4
2.3 List of Figures .....	4
2.4 Contributors .....	5
2.5 Abbreviations .....	5
2.6 Appendices .....	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> .....	14
<b>9.0 References</b> .....	15
9.1 Online WebPages .....	15
9.2 Personal Correspondences .....	15
9.3 Publications .....	15

### 2.2 List of Tables

Table 1. Extract from MADU Master Wrecksite Database .....	7
Table 2. John Ewing (Schooner) Specification and History .....	10

### 2.3 List of Figures

Fig. 1 Location of John Ewing Grounding at Poppit Sands, Cardigan March 25 1902 ---	7
Fig. 2 Sarn Badrig, location of John Ewing Grounding Feb 16 1918 .....	8
Fig. 3 Reported Location of John Ewing Sinking off Moelfre, Anglesey Oct 19 1925 ----	8

## 2.4 Contributors

Ian Cundy      MADU Archaeological Diving Unit,  
Nautical Archaeology Society (Regional co-ordinator for Wales)

## 2.5 Abbreviations

MADU            Malvern Archaeological Diving Unit  
MNL            Mercantile Navy List  
LR                Lloyds' Registry

## 2.6 Appendices

<b>Appendix A:</b>	Lloyd's Registry 1867, John Ewing -----	16
<b>Appendix B:</b>	Mercantile Navy List 1868, John Ewing -----	16
<b>Appendix C:</b>	Crew Rescue by Fishguard Lifeboat, Nov 14 1898 -----	17
<b>Appendix D:</b>	Grounding at Poppit Sands, Cardigan March 24 1902 -----	18
<b>Appendix E:</b>	Lloyd's Registry 1903, showing John Ewing Stranded March 1902 -----	19
<b>Appendix F:</b>	Lloyd's Registry 1904, showing John Ewing Refloated, New tonnage and dimensions -----	19
<b>Appendix G:</b>	Incident off Mumbles, Sept 22 1903 -----	20
<b>Appendix H:</b>	Lifeboat Recue and Tow to St Tudwal's Road, Feb 26 1918 -----	21
<b>Appendix I:</b>	Mercantile Navy List 1926, John Ewing -----	22

### **3.0 Introduction**

The schooner John Ewing was chosen as:

- it covered a period of sea history from the mid 19th century to early 20th century.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- to confirm that the two John Ewing ships listed were actually the same ship
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

## 4.0 Background

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

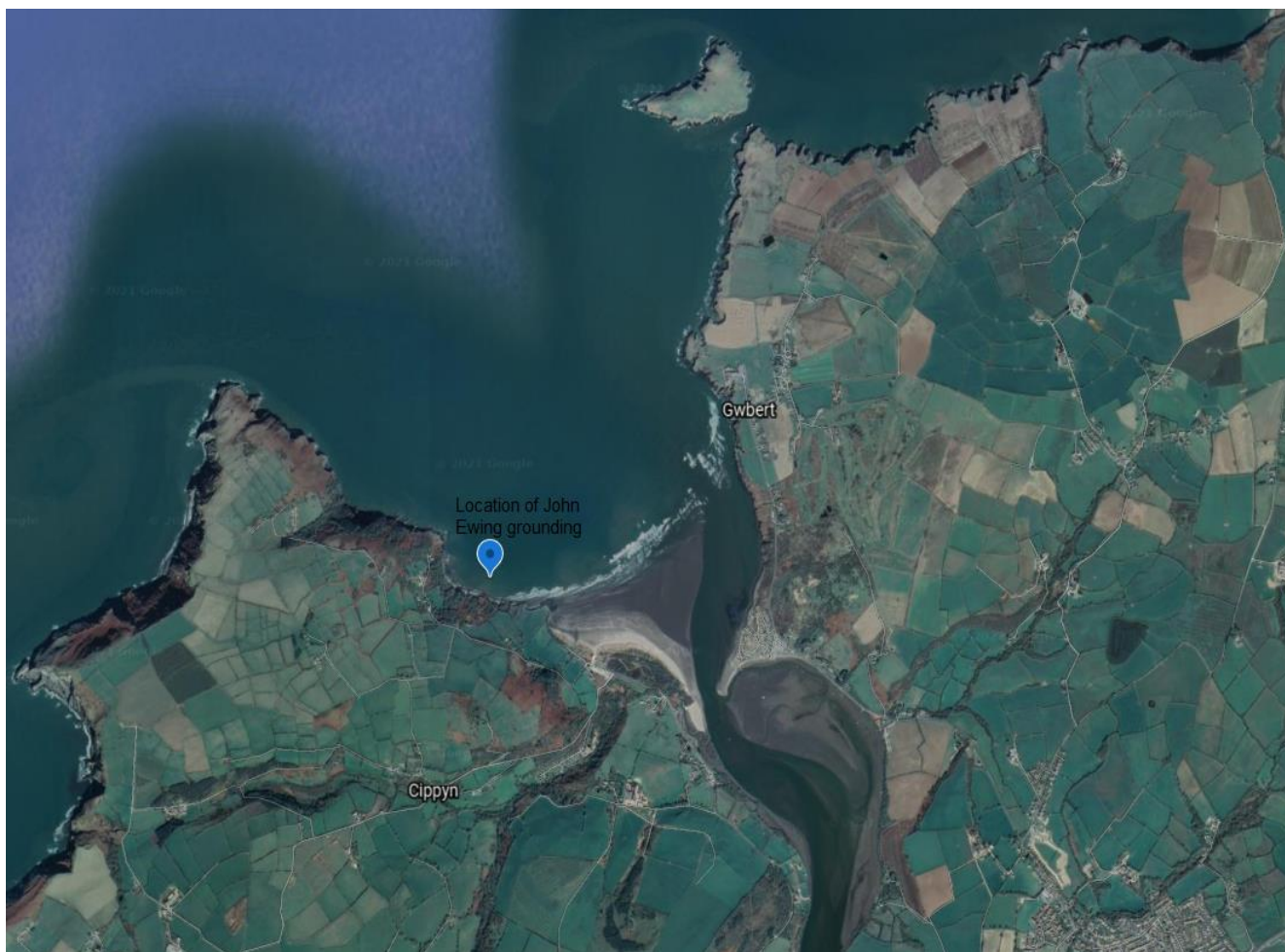
**Table 1: Extract from MADU Master Wrecksite Database**

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
339	25/03/1902	John Ewing	Cardiganshire	Cardigan Bay		Schooner	wood	rl
410	16/02/1918	John Ewing	Cardiganshire	Barmouth	Abandoned and towed by Barmouth lifeboat to St Tudwals Road	Schooner		rc, le

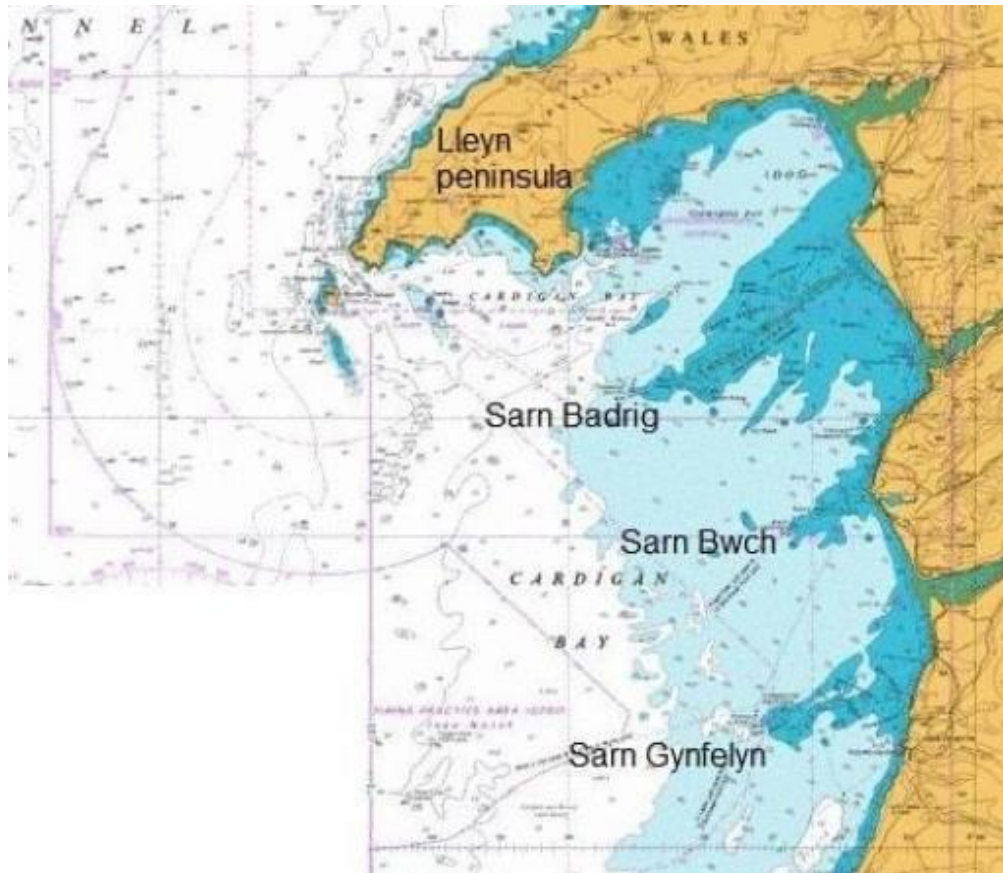
On March 25 1902, while trying to enter the port at Cardigan the schooner John Ewing ran aground on Poppit Sands with a cargo of manure. The ship was reported to be wrecked but was salvaged, refitted and continued to sail.

On Feb 16 1918, the John Ewing ran aground in bad weather on St Patrick’s Causeway (Sarn Badrig). The crew abandoned the ship. The Barmouth lifeboat reached the John Ewing and after safely getting crewman aboard towed the John Ewing to St Tudwal’s Road.

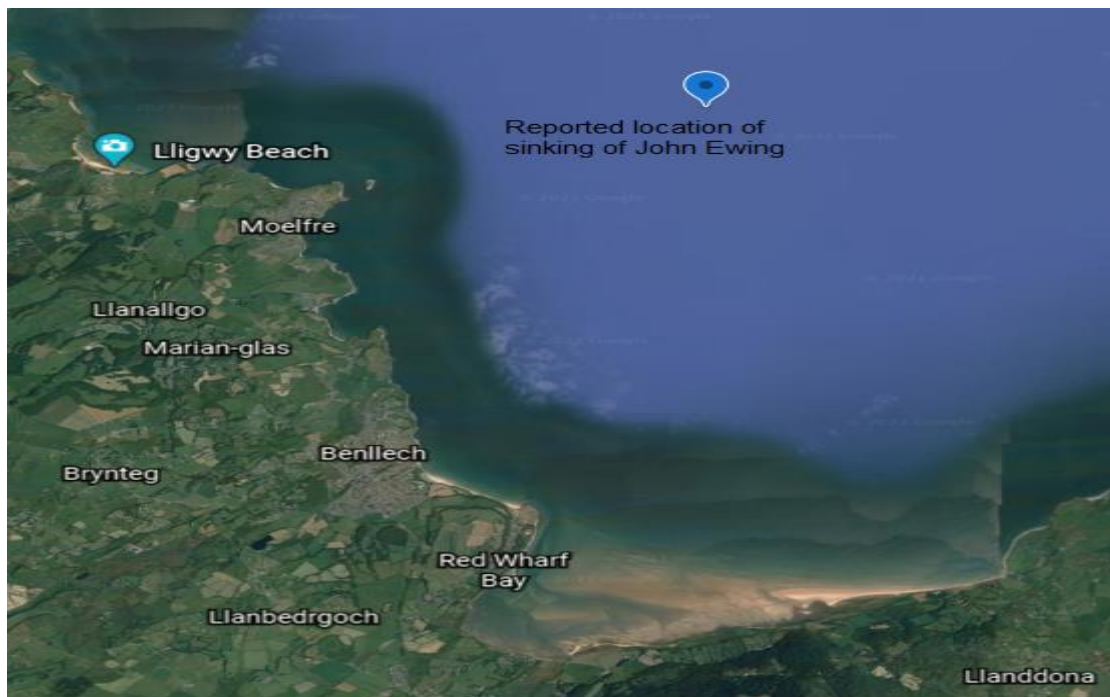
**Fig 1: Location of John Ewing Grounding at Poppit Sands, Cardigan March 25 1902**



**Fig 2: Sarn Badrig, location of John Ewing grounding Feb 16 1918**



**Fig 3: Reported Location of John Ewing Sinking off Moelfre, Anglesey Oct 19 1925**



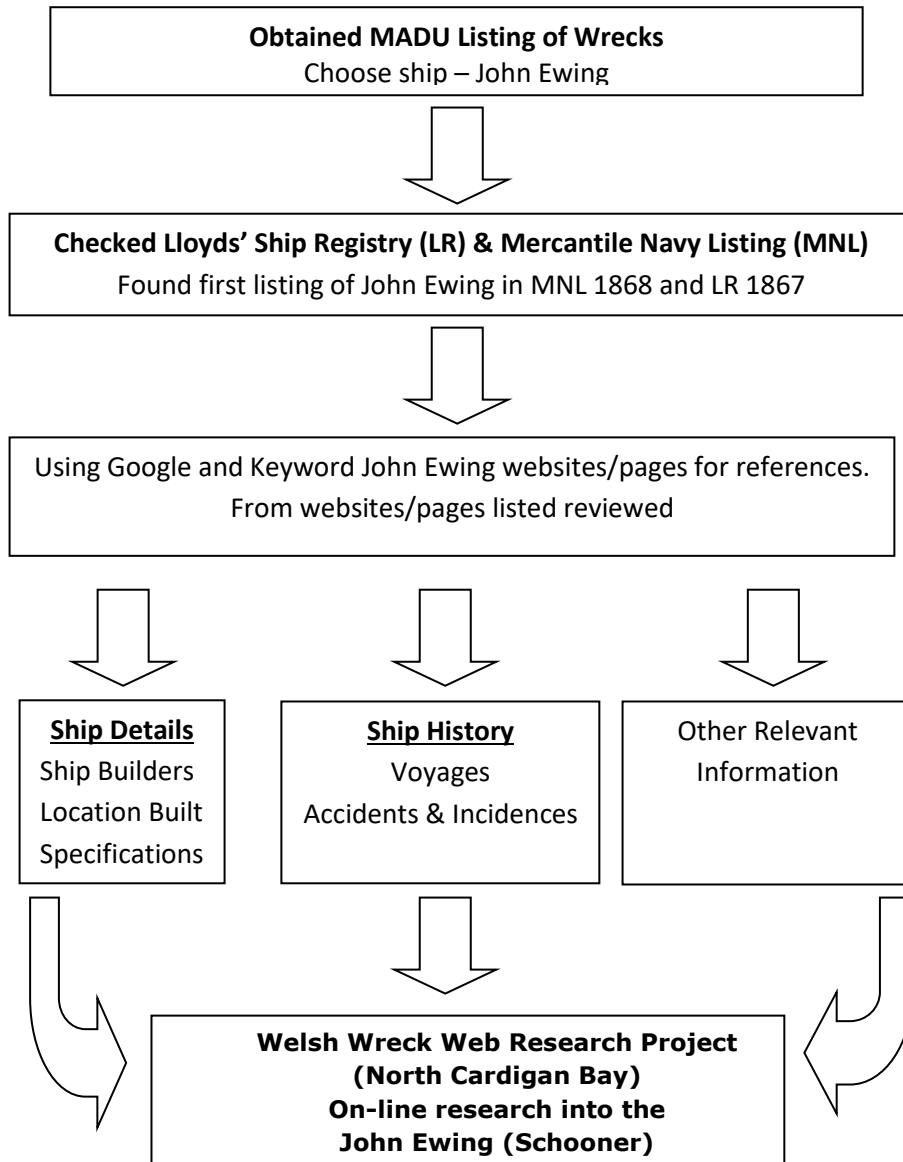
## 5.0 Research Methodology

### Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.  
Windows 10Pro  
Microsoft Office 2007

Search engines used: Google Chrome

### Methodology



See Section 9 for list of websites viewed

## 6.0 Results

**Table 2: John Ewing (Schooner) Specification and History**

Vessel	Name/s	John Ewing		
	Type	Sailing Ship - Schooner		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: N/A		
		Delivered: April 1867		
		Cost: N/A		
	Builder	H. Williamson & Sons		
		Whitehaven, Cumbria		
Construction	Materials	Wood		
	Decks	1 deck		
	Bulkheads	N/A		
	Other	stern round; build carvel; head man's bust, framework wood; fastened with iron bolts		
Propulsion	Type	Sail		
	Details	2 masts, rigging schooner		
Dimensions	Length	79ft	6ins	m
	Beam	21ft	5ins	m
	Draught	10ft	3ins	m
Tonnage	Gross	117 grt		
	Net	94 nrt		
Owners	First	John Paterson, Harrington Cumbria. Registered London, 1868		
	Second	Evan Phillips, Swansea. Registered Aberystwyth, 1876		
	Third	Evan Evans 3 High Terrace New Quay. Registered Aberystwyth, 1885		
	Fourth	Griffith Parry, 19 Palace St, Caernarfon. Registered Caernarfon, 1888		
	Fifth	Mrs. Catherine Norman, 2 Laurel Villa, Watchet, Somerset. Registered Cardigan 1904		
	Sixth	Edward & John Marwood, 14 South Castle St, Liverpool. Registered Cardigan 1913		
Registry	Port	1867: London; 1876: Aberystwyth; 1888: Caernarfon; 1904: Cardigan		
	Flag	GBR		
	Number	56790		
	Code	P.H.V.G. Changed to J.Q.T.R 1919		
History	Routes	UK, Ireland, Europe		
	Cargo	Coal, pig iron, pitch, culm, manure, cement, slate, rails		
Final Voyage	From	N/A		
	To	N/A		
	Captain	Robert Gill		
	Crew	?5		
	Passengers	N/A		
	Cargo	N/A		
Wrecking	Date	March 19 1925		
	Location	Off Moelfre, Anglesey		
	Cause	N/A		
	Loss of life	N/A		
	Outcome	Wrecked.		

N.B: Dimensions and tonnage are as built

## 7.0 Analysis

- The schooner John Ewing was built in Whitehaven Cumberland in 1867 by H Williamson & Sons.
- The John Ewing was registered at London on April 24 1867 and owned by John Paterson of Harrington, Cumberland.
- The John Ewing is listed in the Lloyd's Registry from 1867 to 1909. (Appendix A).
- The John Ewing is listed in the Mercantile Navy List from 1868 to 1926, apart from 1903 when there is no entry. There is no entry for the John Ewing after 1926 (Appendix B, I).
- From both the Mercantile Navy List and Lloyd's Registry the information indicates that there was only one schooner named John Ewing from 1867 to 1926.
- The John Ewing had a number of owners (see Table 2).
- There are no news articles found for the John Ewing after 1918.
- Although the John Ewing is listed in the Mercantile Navy List of 1926, it was reported to have been lost off Moelfre on 19 October 1925. At that time, it was owned by E. & J. Marwood and under the command of Robert Gill. There is no record of this loss in the Lloyd's Casualty Listings.

From newspaper articles the John Ewing was recorded:

- Jul 07 1868: Import at Cardiff 202 tons of pig iron from Harrington for Rhymney Co.
- Nov 20 1869: Import at Cardiff 210 tons of pig iron from Workington for Russell Brothers.
- Jun 19 1871: Sailing from Newport Wales with cargo of coal collided with Prince Regent from Rotterdam in the Mersey. Lost main mast and stantions.
- Jun 21 1875: Sailed Swansea for Trouville France with 210 tons of coal.
- Jul 19 1875: Bound for Swansea from Trouville France.
- Aug 27 1875: Off Deal from Rochester Essex for Ramsey I.O.W.
- Sep 10 1878: Sailed Swansea for Caen France with 200 tons of coal.
- Oct 03 1878: Past west of Lizard.
- Jul 26 1879: Sailed Neath Wales for Cork with 200 tons of coal.
- Nov 02 1879: Passed west of Lizard.
- Jan 31 1880: Sailed Llanelli Wales for Cork.
- Oct 01 1880: Anchored Yarmouth I.O.W. for westward passage.
- Oct 14 1880: Passed west of Lizard.
- Apr 11 1881: Passed east of Mumbles Wales.
- May 31 1881: Passed west of Lizard.
- Oct 13 1881: Arrived Cardiff from Glasgow with fire bricks.
- Feb 17 1882: Captain Evans donated £4 towards the provision of a hearse for the parish of New Quay Wales.
- Aug 16 1882: Sailed Great Yarmouth for Swansea with coal tar pitch.
- Sep 30 1882: Sailed Swansea for Fecamp France with 200 tons of coal.
- Dec 06-22: Passed west of Lizard. Arrived Holyhead from Fecamp France.
- Jun 21 1883: Sailed Burry Port Wales for London with cargo of bricks.
- Aug 01 1883: Passed west of Lizard.
- Sep 26 1883: Arrived Cardiff from Waterford Ireland with 120 tons of timber.
- May 06 1884: Passed west of Mumbles Wales.

- Aug 06 1885: Sailed Briton Ferry Wales for Drogheda Ireland with 200 tons of coal.
- Oct 14 1885: Passed east of Lizard.
  
- Aug 14 1886: Sailed Neath Wales for Plymouth with 200 tons culm.
  
- Sep 06 1888: Passed east of Lizard.
  
- Apr 18 1889: Arrived Porthmadog Wales from Galway Ireland.
- May 02 1889: Sailed Porthmadog Wales for Harburg Germany.
- Aug 08 1889: Crew took 2<sup>nd</sup> place at New Quay Regatta in the 4-oared rowing boat
- Sep 20 1889: Departed Caernarfon Wales Passed east of Lizard on Sep 25.
  
- Feb 07 1890: Arrived Caernarfon Wales from Dublin.
- May 22 1890: Sailed Caernarfon Wales for Harburg Germany.
- Sep 12 1890: Arrived Caernarfon Wales from Galway Ireland.
  
- Apr 09 1891: Sailed Caernarfon Wales for Harburg Germany.
- Aug 06 1891: Arrived Caernarfon Wales from Londonderry.
- Aug 13 1891: Sailed Caernarfon Wales for Port Dinorwic Wales.
  
- Apr 01 1892: Sailed Caernarfon Wales for Harburg Germany.
- Aug 18 1892: Arrived Caernarfon Wales from Belfast.
- Sep 22 1892: Sailed Caernarfon Wales for Sunderland.
  
- Jun 14 1893: Arrived Cardiff from London with cargo of cement.
- Jun 18-30: Sailed Cardiff for Caernarfon Wales.
  
- Feb 22 1894: Sailed Caernarfon Wales for Sunderland.
- Jun 07 1894: Arrived Porthmadog Wales from Waterford Ireland.
- Aug 23 1894: Arrived Caernarfon Wales from Dublin.
- Nov 15 1894: Arrived Caernarfon Wales from Cork.
  
- Jan 24 1895: Sailed Caernarfon Wales for London.
- Jul 14 1895: Arrived Swansea from London with cargo of creosote salts.
- Aug 08 1895: Sailed Swansea for Queenborough Kent with 200 ton of coal.
  
- Jan 07 1897: Arrived Caernarfon Wales from London.
- Jun 10 1897: Arrived Caernarfon Wales from Cork.
- Nov 11 1897: Arrived Caernarfon Wales from Bangor Wales.
  
- Jan 20 1898: Sailed Caernarfon Wales for London.
- Apr 28 1898: Sailed Caernarfon Wales for Conway Wales.
- May 18 1898: Sailed Caernarfon Wales for London.
- July 07 1898: Arrived Caernarfon Wales from London.
- Aug 18 1898: Sailed Caernarfon Wales for London.
- Oct 13 1898: Arrived Caernarfon Wales from Dublin.
- Nov 03 1898: Sailed Caernarfon Wales for London.
- Nov 13 1898: While sailing for London with cargo of slate, required Fishguard lifeboat to rescue crew of 5 in a severe storm in Fishguard Bay. Crews from 6 other boats were also picked up (Appendix C).
  
- Dec 29 1898: Arrived Caernarfon Wales from London.
  
- Jan 26 1899: Sailed Caernarfon Wales for London.
- May 11 1899: Sailed Caernarfon Wales for Dublin.
- Aug 18 1899: Arrived Newport Wales from Southampton with cargo of rails.
- Sep 01-07: Sailed Newport Wales for Caernarfon Wales with 190 tons of coal.
- Oct 19 1899: Sailed Caernarfon Wales for London.

- Dec 28 1899: Arrived Caernarvon from Amlwch Wales.
- Nov 29 1900: Arrived Caernarfon Wales from London.
- Feb 07 1901: Towed into Falmouth travelling from Caernarfon Wales to Newcastle. Lost bowsprit, foremast and other damage.
- Jul 12 1901: Arrived Caernarfon Wales from Cork.
- Oct 17 1901: Sailed Caernarfon Wales for Harburg Germany.
- Nov 01 1901: Sailed Porthmadog Wales for Harburg Germany.
- Mar 24 1902: Ran aground at Poppit Sands in storm (newspaper article, Captain Hughes), sailing London to Cardigan with cargo of manure. As too much risk would have been incurred by the Lifeboat going alongside, the Coxswain anchored, and by means of a rope secured to the schooner and a Life-buoy succeeded in gallantly saving the crew of four hands in an exhausted condition by 9:30pm Shortly after the rescue was effected the vessel beached, her hull by that time being completely under water (Appendix D, E, F).
- Sep 22 1903: The John Ewing while anchored off Mumbles Wales dragged its anchor in a storm and ended up about 1m eastward of Port Talbot Wales. At the time of the incident the captain was ashore and had to make a dramatic attempt to reboard (Appendix G).
- Jan 21 1905: Arrived Cardiff from Waterford Ireland with oats.
- Dec 26 1907: The new Mumbles lifeboat The Charlie Medland effected its first rescue saving the crew of 5 and the captain's wife. Distress signals had been observed at 2pm with the ship rolling very heavily, her rigging slack and the masts in danger of being carried away. The ship had been heading from Redbridge Southampton to Newport Wales with a cargo of rails.
- Dec 27 1907: Ship was beached on Mumbles flats opposite Oystermouth railway station after the crew returned. The cargo had been moved by the storm but the ship was undamaged.
- Jan 01 1908: Taken into Swansea and detained due to salvage claims. Cargo discharged after beaching at Mumbles.
- Feb 14 1908: Undergoing repairs in Swansea dry dock.
- Mar 23 1908: Captain Evan Evans passed away at New Quay Wales.
- Dec 30 1908: Arrived Swansea from Watchet Somerset.
- Jan 20 1909: Sailed Swansea for Medina Mills, I.O.W. with cargo of coal.
- Jul 29 1909: Arrived Swansea from Briton Ferry Wales.
- Aug 05 1909: Sailed Swansea for London with 195 ton of coal.
- Jan 08 1912: German schooner Erica dragged her anchor and collided with John Ewing which was travelling from Fecamp France to Britton Ferry Wales with a cargo of stone. The figurehead, bowspit and bow of the John Ewing were damaged. Incident happened at Plymouth.
- Mar 11 1913: Travelling from Bristol, ran ashore at Youghal Harbour Ireland, cargo of oats.
- Feb 16 1918: Ran aground on St Patrick's Causeway while sailing from Freport France to Ellesmere Port with a cargo of flintstone. The crew abandoned the ship and reached the shore inside Mochras Island. The crew of the Barmouth Lifeboat sailed for the John Ewing and a number of crew from the lifeboat boarded. With a rising tide the John Ewing was refloated and safely navigated to St Tudwal's Road under the command of Capt W. Griffith. The lifeboat returned to Barmouth the next afternoon (Appendix H).

## **8.0 Conclusions & Recommendations**

The project took approximately 3 working days with half of that time spent on on-line research.

Having read the report sufficient information has been collated to compile a comprehensive history of the schooner John Ewing. The information obtained also shows that although the John Ewing was reported as wrecked in March 1902, she was salvaged, repaired and sailed again until 1925.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important.

From the information gathered the John Ewing sailed around the UK, Ireland and Europe. Cargoes carried were also variable from raw to manufactured materials. A number of incidences were also documented including several groundings and storms where the crews had to be rescued by lifeboats.

## 9.0 References

### 9.1 Online WebPages

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

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

Keyword: John Ewing

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

<https://www.crewlist.org.uk/data/viewimages?data/viewimages>

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=JOHN+EWING&SearchType=Exact&submit=search>

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

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

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

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

<https://rnliarchive.blob.core.windows.net/media/1214/0206.pdf#page=14>

[http://shippingandshipbuilding.uk/view.php?year\\_built=1867&builder=&ref=227342&vessel=JOHN+EWING](http://shippingandshipbuilding.uk/view.php?year_built=1867&builder=&ref=227342&vessel=JOHN+EWING)

### 9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

### 9.3 Publications

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

Lloyd, L., 1993, Wherever Freights May Offer: The Maritime Community of Abermaw / Barmouth 1565 to 1920. Caernarfon.

## Appendices:

### Appendix A: Lloyd's Registry 1867, John Ewing

JOH												1867-68.	
No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	Classification.	
				Length.	Breadth.	Depth.	Where.	When.				No. Years first assigned.	Character for Hull & Stores
7	—Ernest Bn	Griffiths	169	95·0	23·4	12·7	Brmth	1864	Griffiths &	Barm'th	Bar.Hmbrg	10 A	1
✠8	—Ewing Sr	J.Price	117	79·6	21·5	10·3	Whtrn	1867	Paterson &	London	WhnCoaster	8 A	1
✠9	—Eyston Bk	Wynn	346	118·0	27·3	17·5	Sndrl'd	1865	HarrildBs	London	Sld.	9 A	1
	pt.I.B.						Jones	4mo.					-6,64
	I.B.						Willms	4mo.			(A.&C.P.)		5,67
	r.&YM.65e.f.						Thpson	1mo.					1,65

### Appendix B: Mercantile Navy List 1868, John Ewing

Official No.	Name of Ship and Port of Registry.	Commercial Code Signal (if any).	Registered Tonnage.	Horses Power.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
23973	John Coggin, Whitby	N.T.V.D	170	..	Thomas Coggin, Robin Hood's Bay, Whitby.
39972	John Compton, St. Vincent	S.R.L.Q	13	..	R. A. St. Hill, St. Vincent.
35316	John Conley, St. Andrew's, N.B.	R.P.D.J	16	..	John Boyd, St. Stephen, N.B.
6543	John Cooper, Yarmouth	J.P.G.D	37	..	Edward J. Nichols, Yarmouth, Norfolk.
51968	John Corning, Yarmouth, N.S.		20	..	Peter Le Blanc, Tusket Wedge, Nova Scotia.
10016	John Craich, Glasgow	K.L.R.Q	64	..	John Parker Ross, 87, Union Street, Glasgow.
5315	John Crosbie, Ayr		75	..	Robert Brown, Ayr.
22295	John Daniel, Swansea		92	..	George Crighton, Liverpool.
55367	John Davies, Carnarvon	H.T.C.M	90	..	John Davies, Norfa Nevin, Carnarvonshire.
14358	John Davies, Liverpool	L.M.T.D	1041	..	R. Hughes, Menai Bridge, Anglesea.
55232	John Dory, Dublin		21	..	Irish Sea Fishery Co. (Lim.), 176, Gt. Brunswick St., Dbln.
38989	John Douse, Newcastle	S.M.K.F	200	..	G. Butcher, Whitstable, Kent.
37703	John Duffus, Arichat, C.B.	S.G.C.M	225	..	Abraham Le Marchand, Arichat, C.B.
19566	John Duncan, Banff	M.S.L.H	27	..	Joseph Grant, Gardenstown, Banff.
55419	John Duncan, Banff		87	..	James Moir, Portsoy, Banffshire.
34932	John Duncan, St. John, N.B.	R.M.L.S	970	..	J. & R. Reed, St. John, N.B.
48862	John Duthie, Aberdeen	V.W.M.J	1031	..	John Duthie, Sons, & Co., Aberdeen.
51725	John Dwyer, St. Andrew's, N.B.	W.P.L.G	733	..	Miss A. M. Kidley, St. Andrew's, N.B.
51965	John E. Dennis, Yarmouth, N.S.		10	..	Josiah Ellis, Beaver River, Nova Scotia.
40085	John Edney, Road Harbour, Tortola		335	..	James M. Richardson, Charlotte Amelia, St. Thomas.
51360	John Edwin, Newcastle		36	20	The Tyne General Ferry Co., Newcastle-upon-Tyne.
54384	John Eills, St. John, N. Bk.		762	..	W. A. Robertson, St. John, New Brunswick.
49654	John Elias, Aberystwith	W.D.T.G	253	..	Evan Williams, Aberystwith, Cardigan.
52483	John Elliott, Liverpool		1198	..	James Malcolm, Liverpool.
2946	John Elliotson, Rochester	H.R.G.K	196	..	Edward Fairbrass, Canterbury, Kent.
17363	John Ellis, Carnarvon	M.G.J.N	107	..	John Ellis, Portmadoc, Carnarvon.
15239	John Ellis, Grimsby		88	..	Henry Smethurst, Grimsby.
49943	John Ernest, Carnarvon	W.G.C.M	169	..	William Griffiths, Barmouth, Merioneth.
7904	John Etherden, Harwich		49	..	William Raven, Harwich, Essex.
56790	John Ewing, London		117	..	John Paterson, Harrington, Cumberland.
50195	John Eyston, London	H.B.J.K	346	..	Joseph Harrold, 32, Great St. Helen's, London.
47967	John F. Buller, Fowey	V.Q.S.P	101	..	H. Shancott, Fore Street, East Looe, Cornwall.

## Appendix C: Crew Rescue by Fishguard Lifeboat, Nov 14 1898

### NINE SMALL CRAFT IN PERIL.

### A GALLANT LIFEBOAT CREW TWENTY-NINE LIVES SAVED

A severe gale from N.N.E. has been blowing at Fishguard since Friday night when vessels began to turn into the bay for shelter. The gale increased in force throughout Saturday, and continued unabated till Sunday morning, when it reached its height, at which time no fewer than nine vessels had sought shelter in the Roads.

At Goodwick Mr James Thomas, the gallant and skilful coxswain of the lifeboat, was on the alert at a very early hour on Sunday morning. As appearances were ominous he had taken the precaution to have a few men in readiness for emergencies. At 4.30 a.m. the majority of the lifeboat crew had assembled at No. 1 Boathouse, as there was now every probability of their services being required. The wind blew a hurricane; the fury of the foam crested billows was sufficient to dismay the stoutest heart, and the position of the little fleet of nine vessels was growing more perilous every moment.

At 5.30 the schooner Hope (Captain Robert Hughes), bound from Llanhaearn to Bristol with a cargo of setts, parted her anchors and drove across the bows of the schooner Harvest Queen, doing the latter considerable damage. The Hope afterwards ran safely into Fishguard Harbour.

At 6.30 the ketch Lauza parted her anchors and ran for Goodwick Beach, where she now lies in a bad condition. She was bound from Portmadoc to Cardiff with a cargo of slates, and carried a crew of three men including the captain, Lewis Roberts, all of whom walked safely ashore.

At 7.30 signals of distress were observed on all the remaining seven vessels which were still riding in the bay. Rocket signals were at once fired from No. 1 Boathouse at Goodwick and repeated at Fishguard. In a very short time No. 2 Lifeboat was launched with a crew of 15 men, including the coxswain, Mr James Thomas. The gallant crew made their way manfully through the heavy seas, and in quick succession reached each of the seven vessels, and succeeded in taking into the lifeboat the whole of their crews, numbering 29 souls! The rescued crews and the lifeboat crew now numbered 44 men, and the boat now returned laden with its precious freight, all of whom were safely landed at 10.15 a.m. without the slightest mishap at the railway company's new pier at Goodwick. This is a feat of which Coxswain Thomas and his brave men may justly feel proud, and it is to be hoped they will be duly rewarded.

The following are particulars of the seven vessels now abandoned for a time, and which are still riding:

1. Schooner John Ewing, Carnarvon to London, slates; crew, 5; Captain O. Owen.
2. Ketch Waterloo, Carnarvon to Gloucester, slates; crew, 3; Captain W. Jones.
3. Ketch The Brothers, Bangor to Bristol, slates; crew, 3; Captain William Davies, Aberporth.
4. Schooner Ealing, Portmadoc to Plymouth, slates; crew, 4; Captain Hallett, of Bude, near Cornwall.
5. Schooner Harvest Queen, Irvine to Teignmouth, guano; crew, 5; Captain Bettley.
6. Schooner Poole Fisher, Birkenhead to London, coal; crew, 5; Captain John Davies.
7. Schooner Jessie, Mostyn to Plymouth, coal; crew, 4; Captain Owen Thomas.

**Appendix D: Grounding at Poppit Sands, Cardigan March 24 1902****CARNARVON VESSEL IN DISTRESS.**

Considerable alarm was caused in Cardigan on Monday evening by the news reaching the town that the "John Ewing," a Carnarvon vessel, was fast drifting on to the Poppitt Sands. Several persons at once set out for Gwbert, where it was anticipated a full view of the unfortunate vessel could be obtained. Tremendous seas were running, and the salt spray from the storm-tossed waves splashed in the faces of the anxious spectators of this awe-inspiring, but at the same time, glorious scene. The moon appeared for short intervals between the storm-burdened clouds, and made the scene, if possible, more romantic and beautiful. Gwbert at all times is an isolated spot of mysterious beauty, but on this night it appeared more delightful than ever. The "John Ewing" is a vessel from the port of Carnarvon, and is owned by the Misses Pritchard, two orphan children, of Palace-street, Carnarvon. She is a schooner of 94 tons register, and carried, on this occasion, a cargo of 180 tons of manure from London, consigned to Mr Thomas, Aberporth, and the Cardigan Mercantile Co. She was built at Whitehaven in the year 1863, and was classed at Lloyd's A 1 read. She left London on the 6th of March, and arrived at Fishguard roads on the 18th inst., where she remained until Sunday last. Capt. J H Hughes was in command of the vessel, and wired from Fishguard to Cardigan on Friday for a pilot to meet him on the bar on Sunday morning. He was informed by the S.S. "Telephone," of Liverpool, that the pilots were awaiting him, consequently he made for the bar, but failed to discover the pilots. He decided to run for the harbour, but struck in doing so. On the following morning (Monday) he hoveed out to the bar with the assistance of local people. Capt. Hughes eventually came ashore, and hired the little tug "Malta" to tow him in. Owing to the stress of the weather the "Malta" was unable to make headway against the terrific hurricane. At 8 p.m. on Monday Capt. Hughes arranged with the coxswain of the Penrhyn Castle lifeboat to proceed to rescue the four hands who remained on the unfortunate vessel from their perilous position, and they were landed and taken to the Ivy Bush Hotel, Penrhyn Castle, where they were carefully attended to. The vessel continued to drag her anchors and struck about 3 a.m. on Tuesday morning, and now lies submerged at flood tide. We understand that the vessel was not insured, and the cargo must have suffered considerably. The receiver of wrecks, and the chief officer of H.M. Coastguards were present at the scene of the disaster.

**Appendix E: Lloyd's Registry 1903, showing John Ewing Stranded March 1902**

JOH LLOYD'S REGISTER. NAVIRES A VOILES. 1902-03																				
1 Numero d'Ordre.	2 Numero Officiel.	3 Nom du Navire, Matériaux, Grément, etc. <i>Capitaine. Ex-nom, s'il y a lieu.</i>	4 Visites Périodiques. Nombres des Ponts	5 Tonnage Officiel.		6 Détails de la Classification.				7 Construit.			8 Armateurs.			9 Dimensions d'après la Demande, Superstructures, &c.			10 Port d'Armement.	
				Total.	Sous le Pont.	Cote.	Port de Visite.	Surveillance spéciale.	Date de la dernière Visite.	Quant.	Par qui.	Où.	Longueur.	Largueur.	Crest.	Pavillon.	Gréement.	Autres.		
363		John Ernst <i>A. Sakitt -01</i>		117	124					Lloyd's 1901	AACP M. Pechme	Pisen	U. Kruhse	83-0	24-3	10-8	Windau Russian			
364		John Ewing <i>(STRANDED 3,02)</i>		117	94	+				9 1867	H. Williamson & Son	Whitehaven	Miss J. M. Parry D. Davis	79-6	21-5	10-3	<del>Cardigan</del> British	11 x 3		
365		John F. Kranz <i>James 00-00</i>		547	87					1871	Campbell & Brooks	Boston, Mass.	R. R. Freeman	140-9	32-0	16-8	Boston United States			
366		John F. Miller <i>C. Harding 00-00</i>		179						1882		San Fran.	R. H. Hanson	107-0	30-6	9-0	San Francisco			

**Appendix F: Lloyd's Registry 1904, showing John Ewing Refloated, New tonnage and dimensions**

JOH LLOYD'S REGISTER. NAVIRES A VOILES. 1903-04																				
1 Numero d'Ordre.	2 Numero Officiel.	3 Nom du Navire, Matériaux, Grément, etc. <i>Capitaine. Ex-nom, s'il y a lieu.</i>	4 Visites Périodiques. Nombres des Ponts	5 Tonnage Officiel.		6 Détails de la Classification.				7 Construit.			8 Armateurs.			9 Dimensions d'après la Demande, Superstructures, &c.			10 Port d'Armement.	
				Total.	Sous le Pont.	Cote.	Port de Visite.	Surveillance spéciale.	Date de la dernière Visite.	Quant.	Par qui.	Où.	Longueur.	Largueur.	Crest.	Pavillon.	Gréement.	Autres.		
367		John Ernst <i>A. Sakitt -01</i>		117	124					Lloyd's 1901	AACP M. Pechme	Pisen	U. Kruhse	83-0	24-3	10-8	Windau Russian			
368	84790	John Ewing <i>(STRANDED 3,02, &amp; REFLOATED)</i>		117	95	+	A1			9 1867	H. Williamson & Son	Whitehaven	D. Davies Mrs. C. Norman	79-6 80-8	21-5	10-3	Cardigan British	11 x 3 = 1-0		
369	73312 JKSR	John F. Kranz <i>(WRECKED 3,03)</i>		547	87					1871	Campbell & Brooks	Boston, Mass.	R. R. Freeman	140-9	32-0	16-8	Boston United States			

**Appendix G: Incident off Mumbles, Sept 22 1903****INCIDENT OF THE GALE.  
Skipper's Plucky Deed Near the  
Mumbles.**

A plucky action on the part of a Bristol Channel skipper during the recent gale is recorded. The schooner John Ewing (belonging to Mr. H. Norman, of Watchet) had put into the Mumbles for orders, and at the time the gale burst with such fury her skipper (Mr. S. Norman) was ashore, transacting business. On account of the state of the weather he decided to go on board, but on reaching the shore found that his boat was already washed away. He chartered a tug, on which he proceeded from Swansea to the Mumbles in order to board his vessel. When the tug reached the Mumbles there was no sign of the vessel, but, concluding that she had gone up Channel, the tug was put in that direction, and eventually found the vessel about a mile to the eastward of Port Talbot, with anchors down and apparently holding on. With a terrific sea running, the task of transferring the captain became a very difficult one, and after making some half-dozen attempts it was found quite impossible to run sufficiently close to the vessel, which was rolling heavily in the sea. The skipper then decided upon a hazardous experiment. The tug having run close under the quarter of the vessel, a line was thrown from the latter and secured by those on board the tug. Making this fast round his body, the skipper of the vessel jumped overboard, and his crew commenced to haul him on board. This turned out to be no easy matter, and for several minutes the daring swimmer's life was in jeopardy, the waves buffeting him about the whole time. At length, after being immersed for about ten minutes, the skipper was hauled on deck, fortunately little the worse for his trip. His pluck was rewarded by the fact that his presence gave the crew the assistance they required in order to raise the anchors. It transpired later that when the gale burst the vessel, which was riding with two anchors down, broke a new cable which had just passed Lloyd's test, and then commenced to drag across the bay. The vessel was afterwards towed into Swansea.

**Appendix H: Lifeboat Rescue and Tow to St Tudwal's Road, Feb 26 1918**

This rescue was effected in February 1918:

**BARMOUTH LIFEBOAT RESCUE.**

On Saturday morning there was considerable excitement in the town owing to a report having been sent by Police Constable Morgan Jones, Dyffryn, that a vessel was observed to be in distress in the vicinity of the dangerous St. Patrick's Causeway. Without a moment delay the ever vigilant Secretary (Mr. Rees Jones, Bryn Peris) hastened to summon the lifeboat crew. As soon as the warning rocket was fired, a voluntary crew was at their respected [sic] stations and the boat launched with all speed and proceeded on its voyage of mercy, under the command of the veteran coxswain (Captain John Morris). Although there was a considerable rough sea, the wind being favourable, the position of the stranded vessel was found, which proved that she was the schooner *John Ewing*, of Cardigan, bound from Friport, France, to Ellesmere Port, with a cargo of flintstones. Owing to the exposed and perilous position, the crew had abandoned her and had miraculously reached the shore, inside Mochras Island, where they were received and most hospitably treated by Mr. and Mrs. Richards, Pensarn. In the meantime the Barmouth Lifeboat Coxswain had put a number of his crew aboard and, with a rising tide she was floated and safely navigated to St. Tudwal's Road, under the command of Capt. W. Griffith, a practical and typical sailor, and indeed it was generally admitted as fine a type of British tar as ever went to sea.

The Lifeboat returned safely back on Sunday afternoon.

The Lifeboat crew consisted of the following:- Captain John Morris, Tanyfedw (coxswain); Mr. Griffith Jones, Vron House (second coxswain); Mr. William Jones, Minafon (bowman); Capt Willie Griffith, Hillside; Messrs. John Jones, Goronwy Terrace; Watkin Owen, 3, Glanaber Villas; Owen Williams, School House; John Vaughan, Bank Buildings; Griffith Pugh, Bardsey View; Robert Jones, Minafon; Tommy Lewis, Penybryn; Harry Jones, Bronygraig; and John Jones, Buxton House (both of whom were home from the sea) (B.A. February 21, 1918).

## Appendix I: Mercantile Navy List 1926, John Ewing

### 930 ALPHABETICAL LIST OF BRITISH REGISTERED SAILING VESSELS.

Official No.	Name of Ship and Port of Registry.	Rig.	Where and When Built.	International Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
91875	John Evelyn, London . .	Spl.	Deptford . . 1885	. . .	57	London and Rochester Trading Co., Lim., Canal Rd., Rochester, Kent. <i>Maurice O. Gill, same address.</i>
56790	John Ewing, Cardigan . .	Sr.	Whitehaven . 1867	J.Q.T.R	95	×Edward Marwood and John Marwood, 11, South Castle St., Liverpool.
47973	John Farley, Bideford . .	Sr.	Bideford . . 1864	V.Q.T.D	89	×Mrs. Louisa A. Guard, 2, Retreat Place, Appledore, Devon.