

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



**Lily**

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

Report Title:

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## **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 yacht Lily (MADU Ref #275).

The Lily was built in 1880 in Wivenhoe, Essex and owned by Dr J.H. Lister. While returning to Barmouth on May 22 1888, the Lily struck the submerged wreck of the Eulomene which had run aground and wrecked on Jan 29 1884. The Lily was badly holed and sank 2 hours later.

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

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### 2.4 Contributors

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                     Nautical Archaeology Society (Regional co-ordinator for Wales)

## 2.5 Abbreviations

MADU Malvern Archaeological Diving Unit

## 2.6 Appendices

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### **3.0 Introduction**

The Lily was picked from the database due to:

- while researching the wrecking of the Eulomene (MADU#247) in January 1884, it was found that the Lily had sunk after colliding with the submerged wreckage of the Eulemene.
- as the research would be conducted online, sufficient documentation should be available to build a good history of the Lily.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- What was the story leading up to the sinking?
- What caused the sinking?
- What happened after the sinking? Has anyone previously investigated or researched the vessel back story?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

## 4.0 Background

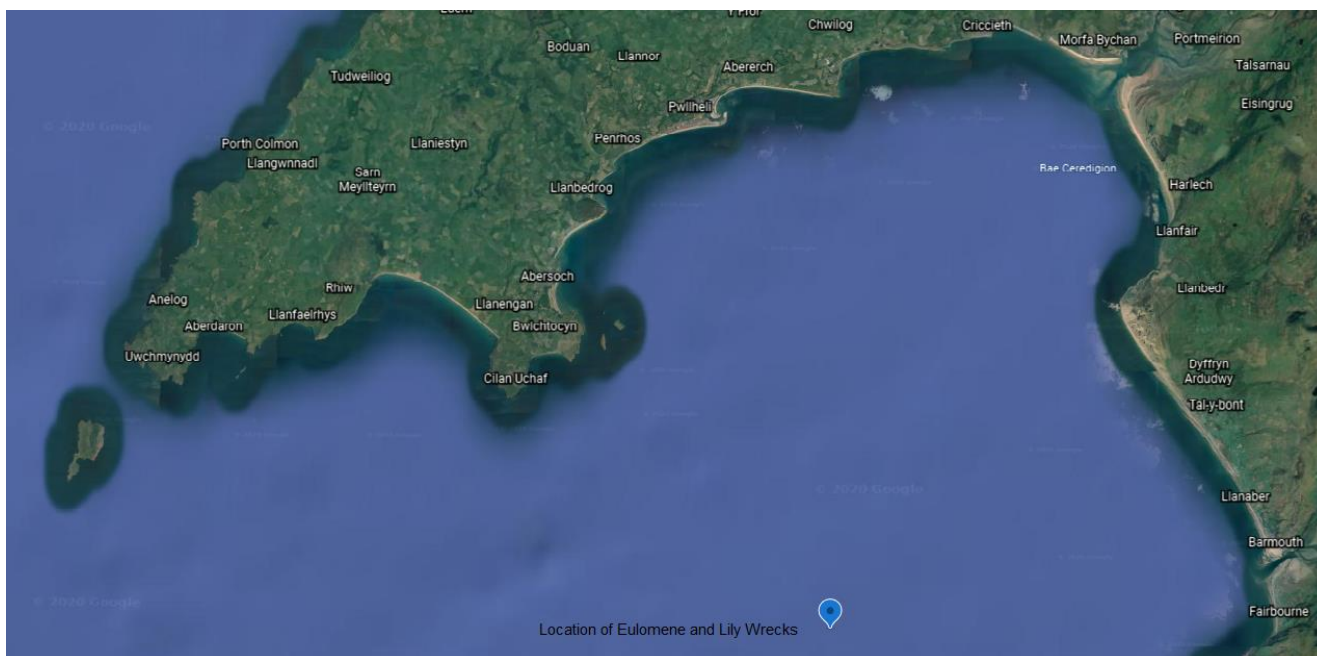
Prior to starting this research the only known data available was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

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

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
275	22/05/1888	Lily	Merioneth	Barmouth, St Patrick's Causeway		Yacht	wood	rl, ch

While returning to Barmouth on May 22 1888, the Lily captained by Dr. J.H. Lister struck the submerged wreck of the Eulomene which had run aground and wrecked on Jan 29 1884. The Lily was badly holed and sank 4 hours later.

**Fig 1: Location of Eulomene and Lily Wrecks**



## 5.0 Research Methodology

### Computer System

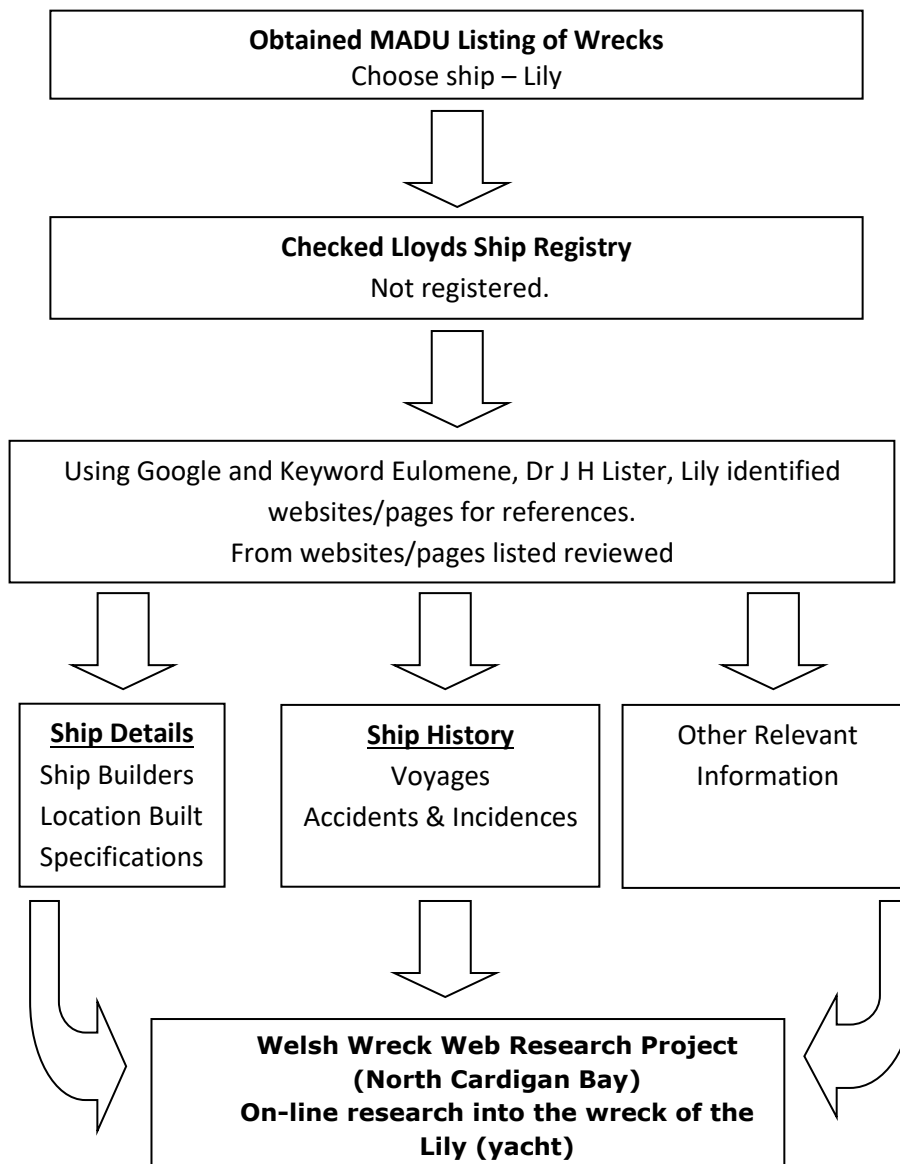
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

### Methodology



See Section 9 for list of websites viewed

## 6.0 Results

**Table 2: Lily Specification and History**

Vessel	Name/s	Lily		
	Type	Yacht		
Built	Date	Laid Down: N/A		
		Launched: N/A		
		Delivered: 1880		
		Cost: £750		
	Builder	N/A		
		Wivenhoe, Essex.		
Construction	Materials	Wood		
	Decks	1		
	Bulkheads	0		
Propulsion	Type	Sail		
Dimensions	Length	ft	ins	m
	Beam	ft	ins	m
	Draught	ft	ins	m
	Gross	13 tons		
Owner	First	Dr J.H. Lister		
Registry	Port	Colchester		
	Number	79408		
Final Voyage	From	Barmouth		
	To	Barmouth		
	Captain	Dr J.H. Lister		
	Crew	3		
Wrecking	Date	22/05/1888		
	Location	52.42.30'N 04.19'W; St Patrick's Causeway (Sarn Badrig), ~12 miles south of Pwllheli; 11 miles W of Barmouth		
	Cause	Ran aground on wreckage of Eulomene		
	Loss of life	0		
	Cause	Weather		
	Outcome	Holed and sank in ~48ft water depth		

## 7.0 Analysis

- the Lily was built at Wivenhoe, Essex in 1880 for Dr. J.H. Lister.
- May 22 1888, while sailing out, Dr Lister observed the Trinity House steamer at the buoy on the end of St Patrick's Causeway.
- as the Lily approached the south prong of the causeway on which the Eulomene lies Dr Lister observed a black object standing about 18in out of the water. At the time the tide was about low water with the tide rising to the spring. A punt was sent out to the object was found to be an iron beam with several other pieces awash. These other pieces would probably be visible at the lowest ebb tides.
- the punt returned to the Lily which sailed across to the Trinity House steamer to ask them to mark or blast the wreck remains they had observed as the remains were dangerous to ships heading to Barmouth. However before they arrived the Trinity House steamer steamed away.
- the Lily continued on to meet a new fishing boat which was coming to Barmouth. The Lily and the new fishing boat meet off Aberdaron and headed back to Barmouth in an easterly wind and heavy westerly swell.
- at 8.30pm after passing inside the St Patrick's Causeway buoy, keeping 2 points to avoid the wreck, in a hollow in the sea and at half ebb tide, the Lily struck an object twice but got free.
- the pumps were started up but within 15mins water was on the cabin floor and the Lily also became unsteerable.
- with little chance of making the ~10 miles to the coastline what could be saved was moved to the fishing boat. The crew also transferred to the fishing boat which stood off until the Lily sank.
- the Lily drifted to leeward and sank about 12am in ~8 fathoms (48ft) water depth with 150lb worth of ballast onboard. The Lily was insured to about 2/3 of her value.

### History of Dr J.H. Lister

- Joseph Herbert Lister born Feb 26 1858 in Littleborough, Lancashire.
- boarded at New North Road Boys' Grammar school, Huddersfield. Matriculated in 1875, having won several academic prizes, and completed a Preliminary Science qualification at Guy's Hospital in 1877.
- Barmouth Regatta Committee member at the age of 19 and Commodore at Annual Barmouth Regatta August 31 1877. Competed in the 'Four Oared Men's Race', a 'gentleman's race' over a mile of water, taking second place with his crew-mates Messrs. Sturgess, Eiloart, Sturgess Jr., and Cox John Garnett in the 'Muriel'.
- qualified as a doctor of medicine gaining a First Class Degree, the BMA Register of 1883 listing him as being a Member of the Royal College of Surgeons.
- Dr J.H. Lister became a member of the Royal Welsh Yacht Club, Caernarfon.
- Dr J.H. Lister won a number of sailing and rowing events including:
  - Barmouth Regatta Aug 1880; sailing his boat the Viking defeated the Jolly Dog over a 20 mile course from the breakwater, round the Bwlch Causeway Buoy to the finish at Barmouth. His winning distance was over a mile.
  - In 1883 won the yacht race at both the Barmouth and Aberdovey Regattas in his 13 ton cutter 'Sea Belle'.
  - In 1884 won the yacht race again at the Aberdovey Regattas in his yawl 'Lily'
  - In 1885 he won the main yacht race at the Barmouth Regatta, single handed open sailing boat race for boats under 11½ft in keel, in 'Daisy' and won first prize in Single Oared Sculling in 'Lily'.

**Table 3: Eulomene Specification and History**

Vessel	Name/s	Eulomene		
	Type	3 mast Fully Rigged Sailing Ship; Lloyds'100A1		
		General Cargo & Passenger		
Built	Date	Laid Down: N/A		
		Launched: 07/11/1877		
		Delivered: Dec 1877		
		Cost: N/A		
	Builder	Potter		
		Queen Dock, Liverpool; Yard#74		
Construction	Materials	Iron-hulled		
	Decks	2 deck; Passenger deck 36ft; Forecastle 28ft		
	Bulkheads	1		
Propulsion	Type	Sail		
	Details			
Dimensions	Length	251ft	0ins	m
	Beam	39ft	3ins	m
	Draught	24ft	0ins	m
	Gross	1678 tons		
	Net	1624 tons		
	Under Deck	1552 tons		
Owner	First	H. Fernie & Sons		
	1877	Liverpool		
	Last	Liverpool Shipping Co. Ltd - H. Fernie & Sons		
		Liverpool		
Registry	Port	Liverpool		
	Flag	British		
	Number	78734		
	Code	WVMJ		
History	Routes	Worldwide		
	Cargo	General		
Final Voyage	From	Calcutta 29/09/1884		
	To	Liverpool		
	Captain	Menmuir		
	First Officer	Quinn		
	Crew	28, 1 stowaway		
	Passengers	0		
	Cargo	Wheat, Linseed, Jute		
Wrecking	Date	29/01/1884		
	Location	52deg 42.3'N 04deg 19.9'W; St Patrick's Causeway (Sarn Badrig), approx 12 miles south of Pwllheli; 11 miles W of Barmouth		
	Cause	Weather		
	Loss of life	0		
	Outcome	Ship wrecked, cargo partially salvaged. Ship sold for £750		

The Eulomene was built in 1877 in Liverpool for H. Fernie and Sons. The Eulomene sailed two main routes UK-Australia-San Francisco-UK and UK-Calcutta-UK the latter carrying jute and linseed. On Jan 29 1881, while sailing to Liverpool from Calcutta the Eulomene ran aground in bad weather on St Patrick's Causeway (Sarn Badrig). Although some of the cargo was salvaged the Eulomene could not be saved.

## **8.0 Conclusions & Recommendations**

The project took approximately 1 working day 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 yacht Lily.

Very little information was available online apart from a few newspaper articles. However an article from the Barmouth Sailor's Institute supplied a good history on the Lily and its owner Dr. J.H. Lister. From personal correspondence with members of the Barmouth Sailor's Institute photos were obtained from Mr Hugh Griffith Roberts of Barmouth ([www.flickr.com/photos/abermaw/](http://www.flickr.com/photos/abermaw/)).

The Eulomene which the Lily struck played an important role in the British shipping industry carrying cargo and passengers to Australia, North America and India.

A learning from the sinking of the Lily is that even after ships have wrecked they still pose a threat to other shipping. Good markings of wrecks should be made and up to date charts used.

## **9.0 References**

### **9.1 Online WebPages**

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

<https://www.flickr.com/photos/abermaw/>

[www.barsailinst.org.uk](http://www.barsailinst.org.uk)

[http://www.barsailinst.org.uk/webdocs/I26\\_12\\_2019.pdf](http://www.barsailinst.org.uk/webdocs/I26_12_2019.pdf)

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

<https://coflein.gov.uk/en/site/272430/details/lily>

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

### **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.

I would like to thank Mrs Janet Griffiths (Hon Secretary), Mr Ian Haynes, Mrs Meriel Haynes, Mr Trevor Roberts and the Barmouth Sailors Institute for allowing parts of their historical report to be used in this research.

I would like to thank Mr Hugh Griffith Roberts of Barmouth ([www.flickr.com/photos/abermaw/](http://www.flickr.com/photos/abermaw/)) for allowing photos from his site to be used in this research.

### **9.3 Publications**

The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden

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

Barmouth Sailors' Institute – Newsletter Issue Twenty Six (December 2019)

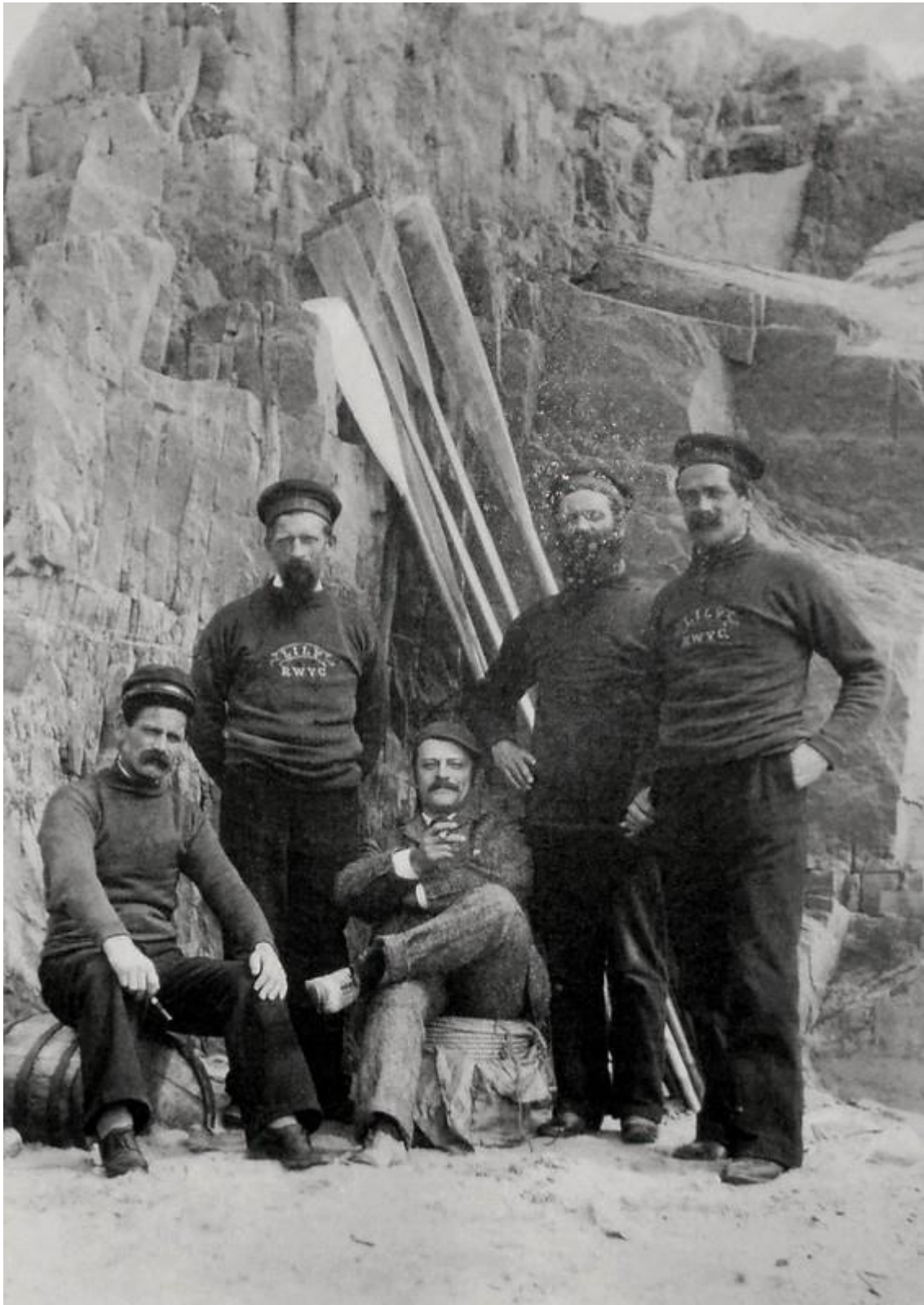
## **Appendices:**

### **Appendix A: Dr J.H. Lister, owner of the Lily**



<https://www.flickr.com/photos/abermaw/>

## Appendix B: Dr J.H Lister and Crew of the Lily



<https://www.flickr.com/photos/abermaw/>

### Appendix C: Lloyd's List May 24 1888

**LILY** (yacht).—*Barmouth*, May 23.—The owner of the yacht **Lily** reports that the vessel after passing inside the St. Patrick's Causeway Buoy, struck twice and then got clear. She became leaky and unmanageable, and had to be abandoned, and, after drifting to leeward, she finally sunk about four hours afterwards.

### Appendix D: Manchester Courier and Lancashire General Advertiser May 24 1888

## YACHT ACCIDENT IN CARDIGAN BAY.

### NARROW ESCAPE OF A MANCHESTER DOCTOR.

Much excitement was created at Barmouth yesterday by a report that the pleasure yacht **Lily Lister**, belonging to Dr. J. H. Lister, of Manchester, which left Barmouth Harbour on Tuesday morning, had sunk in Cardigan Bay, with Dr. Lister and the crew on board. It appears that Dr. Lister was cruising in the bay, and whilst sailing near the causeway the beams of an old wreck were discovered high above water. Dr. Lister crossed the bay to report the discovery to the Board of Trade officials, who were fixing a few buoys some miles distant. In returning past the spot during high tide Dr. Lister inadvertently sailed across the wreck of the **Eulomene** when the yacht struck heavily, and sank almost immediately. The boat was put down, and Dr. Lister and the crew narrowly escaped from the yacht. After being out all night in an open boat they came ashore yesterday morning.

## Appendix E: Dr J.H. Lister in Field Jun 2 1888

**THE SINKING OF THE LILY.**

SIR,—The main facts in your report of above accident are correct, but our danger has been exaggerated. The wreck we struck on has been there since January, 1884, and so far nothing has been done to remove or buoy the remains. A salvage steamer was working and getting up the cargo in the summer of that year, and therefore its existence must have been known to the authority whose duty it is to lessen the dangers of the sea. The vessel broke in two, and in June of that year I went inside the cabin in the punt. The mizen mast was standing and the poop was some 8ft. or 10ft. above low water mark. The winter gales broke it up, and when next I saw it, very little was out of water. I have passed it several times every season, but last year could not see any traces, as it was not low water spring tides. On the day of the accident, we were standing along the causeway and saw the Trinity House steamer at the buoy on the end of St. Patrick's Causeway. As we approached the south prong on which the wreck of the Enlomena lies, noticed a black object and put out the punt to survey it. It was then about low water, with the tide rising to the spring. We found an iron beam some 18in. out of the water with several pieces of the wreck nearly awash. At lowest ebbs probably, these would be visible. We then got on board and stood towards the steamer with the intention of reporting, and asking them to buoy or blast the remains, as they were dangerous, and right in the way towards Barmouth. The steamer, however, steamed away before we could reach her.

We then kept on to meet a new fishing boat which was coming to Barmouth, and after meeting her off Aberdaron, started to beat home against an easterly wind. There was a heavy westerly swell rolling in, and it was in the hollow of the sea that we struck. We had passed about half a mile inside the Causeway buoy, and kept away two points in order to clear the wreck. We, however, hauled on the wind too soon, as about five minutes after being close-hauled we struck, and guessed what had happened. This was just before half-ebb. We tried the pump at once, but the water gained, and in about a quarter of an hour was on the cabin floor, and soon after she became unsteerable, as she was by the head. Seeing that there was little chance of reaching shore, being ten miles to leeward, we began to save what we could in the fishing boat, and after filling her cockpit hove to to watch the end. The Lily sank about four hours after striking, in about eight fathoms. Had not the fishing boat been in our company no doubt it would have been a hard struggle for us to reach shore.

Now that a vessel has been lost on the wreck, perhaps something will be done to remove the danger. Is it not the duty of the Trinity House to remove or buoy wrecks? While on the subject I beg to call attention to another similar danger on the same causeway, but nearer shore. This, true, is only an anchor stock, but is about the same size as the beam which we saw. About seven years ago the E. D. Biglow stranded on the causeway, and left its anchor there. The stock is about four feet above the top of the causeway. The same thing might happen to one of the light draught vessels which often cross the causeway about high water, as there would be nothing to indicate its presence, and if there were a little sea the stock would go through the bottom of the vessel striking it. Natural dangers are bad enough, but when we have such as these in addition, something should be done to remove them.

J. H. LISTER.

Barmouth, N. Wales.

## Appendix F: Diving Information for the Eulomene



BOAT  
DIVE

Name	Eulomene (probably)	Type	Full-rigged ship
Date Lost	25/1/1884	Location	San Badrig
Cause	Bad weather	How lost	Ran aground
Hull	Iron	Weight	1,678 tons (gross)
Cargo	Wheat, linseed, jute etc.	Access	Boat only
Latitude	52° 41.330'N	Longitude	004° 19.865'W
Latitude	52° 41.309'N	Longitude	004° 19.899'W
Position fix	GPS	Datum	WGS 84
Seabed	7.5 metres (high neaps)	Wreck height	2.5 metres
Charted?	Yes	Chart symbol	Drying wreck
Slipway (1)	Barmouth	Distance by sea	10 miles
Slipway (2)	Pallhol	Distance by sea	12 miles
Slipway (3)	Abersoch	Distance by sea	10 miles
Tidal data	See text.		

For more information see:

The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden