

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

Copy of the best picture you can find of the vessel

Title

Report compiled by:

Sirine S. Ghiye

Report Title:

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(North Cardigan Bay)
On-line research into the wreck of the:
*LUCY***

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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 information below relates to the Lucy, and was put together by Chris Holden. The schooner Lucy, of Portmadoc Capt. Roberts was wrecking in 3 February 1867.

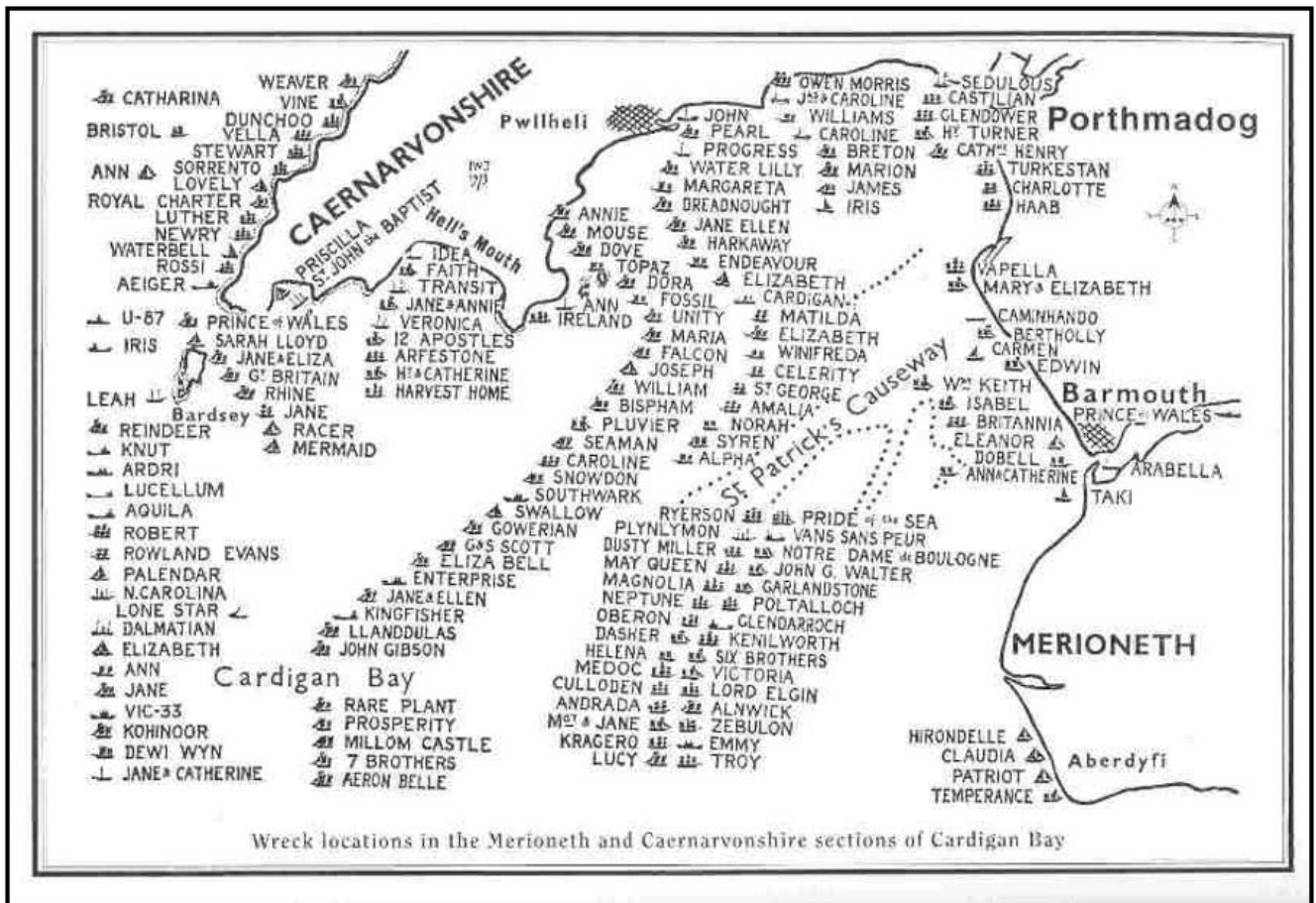


Figure 1. The above map is taken from "Shipwrecks of North Wales" by Ivor Wynne Jones, and shows around 38% of the wrecks on MADU's database.

2.0 Index

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2.4 Contributors

Ian Cundy

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

3.0 Introduction

The project aims to collect information about wreck and save them into one form to protect them from disappearing. My choosing this wreck and other is the same aim.

In every research we have some question looking to answer about them. The questions are the outlook and briefing about the Lucy schooner.

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

4.0 Background

The schooner *Lucy*, of Portmadoc Capt. Roberts, when making for this bar on Sunday morning last, about 7 a.m., grounded, when it afterwards came to blow very fresh from S. W. the vessel still continuing aground and unmanageable, and although every effort was made to save the ship and cargo, it became a total wreck. She was bound from Newcastle for Portmadoc, with coals. Her rigging, spars, sails, &c., were sold by auction, and the remainder of the vessel has since disappeared. We are glad that the vessel and cargo were insured.

According to Lloyd' Register, the schooner being fitted with iron bolts, and it had had some repairs and renovation between the year of its built till wrecking in 1867. Some minor repairs being carried out in 1853 & 1858, and other unspecified large repairs being carried out in 1866; a new deck was added in 1853 (ND.53 Srprs 53 & 58 Irp.66).

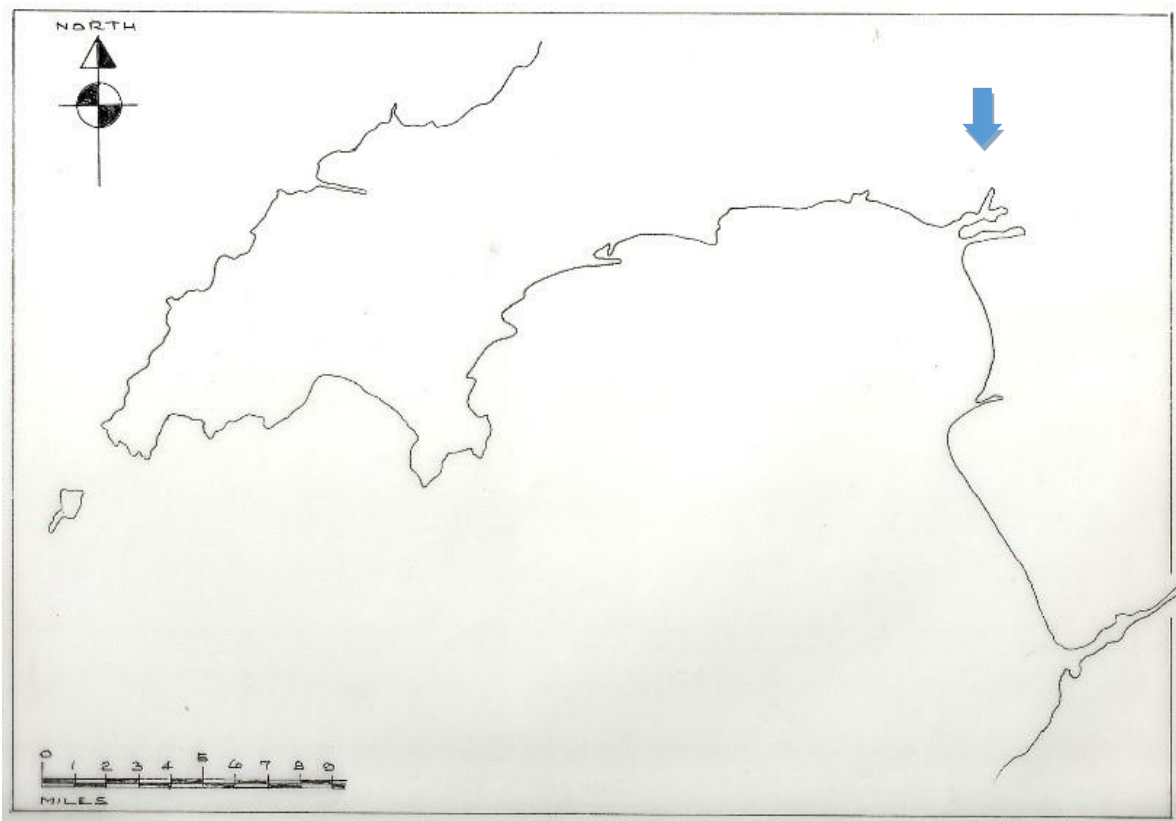


Figure 2. Blue arrow: Porthmadoc

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 Lucy schooner.

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	Lucy	
	Type	Schooner	
Built	Date	1840	
	Builder	Name	
		Address / Location	
Construction	Materials	Iron Bolts	
	Decks	Number, Type (i.e. gun, orlop, etc.)	
	Bulkheads	Number, Type (i.e. watertight, holds, etc.)	
Propulsion	Type	Manual, Sail, Engine, etc.)	
	Details	Oars, Square Rigged, Nuclear Power, etc.	
Engine	Details	unknown	
Drive	Type	Unknown	
	Number		
Dimensions	Length	66.0	
	Beam	20.1	
	Draught	11.0	
Tonnage	Gross	90	
Owner	First	J. Barker	
		1853	
Registry	Port	Porthmadoc	
History	Routes	Newcastle for Porthmadoc	
		Hmbrg	
	Cargo	Coals	
Final Voyage	From	1867, Porthmadoc	
	To	1867, Hmbrg	
	Captain	E. Roberts	
	Crew	Unknown	
	Passengers	Unknown	
	Cargo	coals	
Wrecking	Date	1867	
	Location	Porthmadog	
	Cause	S.W.	
	Loss of life	Numbers	
	Outcome	Total loss	

7.0 Analysis

Lucy schooner as the other historical ships and vessels have its own speciality. Unfortunately, the remains were sold in an auction, but thanks to Lloyd Register which provides several information in different years, in addition the vessel was mentioned in the British newspaper archive.

More information is needed to complete the history of the schooner but it could be hard to collected because the remain are sold out by auction, but the information gathered and putted in the report are briefing the start 1840 and the end of the schooner. It's important and very helpful to looking for the remains and the story of each part after it sold.

Despite, the schooner isn't lived for a long time 1840-1867, but it was important in trade and exchange because of the quantities was holding and the type of cargo which was coals.



Figure 3. Porthmadog high tide October 2010

8.0 Conclusions & Recommendations

This project was a great opportunity for me to engage and get knowledge about maritime history in England. I would to thanks Mrs. Ian Cundy. The project gives me an advance information through online research with the uses of many and different valuable sites and references. I spent many hours trying to find what can help me to gather information about the Lucy schooner, and especially because there is a lot of vessel named Lucy.

Without any doubt, it's important to looking for the remains of the wreck, where are them today? How are them? For what reasons were sold? From those questions and more, we can cover more information related to the history of Lucy schooner and the construction details and technique.

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.

9.0 References

Chris Holden, The Essential Underwater Guide to North Wales: Volume One – Barmouth to South Stack

Book:

https://play.google.com/store/books/details/Chris_Holden_The_Essential_Underwater_Guide_to_Nor?id=-60SBwAAQBAJ

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

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

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

Appendix B- The British newspaper archives

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...Sylph, Peters, as reported yesterday). Sarah brig, James, from Plymouth for Cardiff.
 Put back—The Brisk, Brinham, for Gijon. Gurine, Rundle, for Bristol. Bottreux Castle, Sturrock, for Boscastle.

BRISTOL—PILL—Feb. 4: The barque Charles and Edward, Pittman, has arrived here in 18 days from New York (petroleum). She experienced heavy weather, during which she lost mainsail and sprung lower top-sail-yard.

PORTMADOC—Feb. 4: NW, fresh, showery.
 The schooner Lucy of Portmadoc, from Newcastle for this port (coal), while making for the bar before daylight yesterday morning, got aground on the south bank, and remains; likely to become a total wreck; crew saved.

MUMBLES—Feb. 4: WSW, strong.
 Passed—The John Fairly, Waters; Caroline, Pengelly; Caradon, Truscott; Catherine, Davey; Petit, Davies; Selena; all for Neath; Joseph and Mary, Morgans, for Swansea; Holton, for Port Talbot; all from Falmouth.

MILFORD—Feb. 4: 2—SSW, thick. 3—SSW, thick 4—WNW, fresh; bar. 29.50.
 Sailed—The Margaretha, Austrian brig, Randich, from Constantinople for Bristol, having received orders here.

CARDIGAN—Feb. 4: WNW, fine.

GOTHENBURG—Jan. remain in this harbor viz.—The James Sout and Clara, and Victor

CADIZ—Jan. 31: The pool for Calcutta, reported here with rudder broken not having a bill of lading case it is said she will

GIBRALTAR—Feb. 4 Mary Fenwick brig, 1 (wheat), was stranded been towed in here last

TRIESTE—Jan. 31: A Jan. 25, state that the had put into Bourgas,

CAGLIARI—Feb. 4 (Prairie Flower, Sams Falmouth (wheat), has and must discharge.

NEW YORK—Jan. — ROCHE'S POINT): The has been abandoned at The Christina, from 1 posed to h Where am I? [X] off

BERMUDA—Jan. 17:

Figure 6. Shipping and Mercantile Gazette - Tuesday 05 February 1867

HARTLEPOOL.—On Monday night's tide the brig Tom Cringle, Capt. Sinclair, from Shields, bound to London with coals, put into Hartlepool in a leaky condition. The brig Endeavour, Capt. Ripley, also from a northern port, bound to Maldon, put in through the same cause. Monday afternoon's tide was very good at this port, and vessels drawing 18 feet water left West Hartlepool.

GREAT YARMOUTH, Feb. 5.—The brig Mary Agnes, Smith, from Sunderland for London (coal), drove athwart the brig Maize, Baker, for London (coal), when the former lost part of main rigging, and the Maize received slight damage to cut-water; both vessels proceeded.

PORTMADOC, Feb. 4.—The schooner **Lucy** of Portmadoc, from Newcastle for this port (coal), while making for the bar before daylight yesterday morning, got aground on the south bank, and remains; likely to become a total **wreck**; crew saved.

LOWESTOFT, Feb. 4.—The Corcyra, Philpot, from Hartlepool for London, has put in, with loss of anchor and chain, and hawsepole pulled out. The brig Daisy, of Sunderland, from Monte Video (bone dust), got upon Corton Sand about noon on Sunday, but was assisted off by the Minnett, Yarmouth tug, at high water.

FREDRIKSHAVN, Feb. 4.—The Odense Paquet, Norden, of and for Odense, from Newcastle (coals), has been abandoned in a sinking state, having been on shore on the Dvalegrunden; crew saved, and landed here by the Jeanette, of Copenhagen.

SPOKEN.—Athanasian, of Sunderland, Jan. 31, lat. 43 15, long. 10 15 W.

BERWICK, Feb. 4.—The Boa, Langlands, of and for Montrose, from Shields (coal), put into Holy Island, 2nd inst., at

Figure 7. Newcastle Daily Chronicle - Wednesday 06 February 1867.

The True Briton ship, of Liverpool, also broke adrift at Restronguet last night, and took the shore.

BRIDPORT—Feb. 6 : NW, very strong, squally. Ready for sea, but detained through the prevailing strong winds—The Mary Johnston, Fullerton; and Zeus, Gove; both for Sunderland. Junior, Nutman, for London.

PORTMADOC—Feb. 6 : WNW, strong gale, squally. The schooner **Lucy**, of Portmadoc, before reported as having stranded on this bar, and likely to become a wreck, has, during last night's gale, been broken into pieces, a total wreck. Her spars, rigging, sails, &c., were saved and sold by auction.

MUMBLES—Feb. 6 : NW, strong. Put in—The Dublin (s s), from Neath for Dieppe.

MILFORD—Feb. 6 : WNW, very heavy gale. The Sea Wave barque, and the French brig Jeune Adolphe were in collision about 10 A.M., while at anchor.

B
C

Figure 8. Shipping and Mercantile Gazette - Thursday 07 February 1867

The **JAMES** (schr.), Evans, from Hook, in the Milford river, with culm, sunk within the bar, off Carrigduan yesterday. She lies on the beach, accessible at low water.

PORT MADOC, 4th Feb.
The **LUCY** (schr.), of and for this port, from Newcastle, with coal, while making for the bar before daylight yesterday morning got aground on the South bank, and remains; she is likely to become a total wreck; crew saved.

WHITEHAVEN, 4th Feb.
The **CROIX DE MEANS**, from Santander to Silloth, which got ashore at Netherton 28th Jan., will be sold this week; her bottom is out, and there is no chance of getting her off; the cargo has all been landed in a

Figure 9. Lloyd's List - Wednesday 06 February 1867