

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



A model of a Dandy rigged Smack

Report compiled by:

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Report Title:

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*Margaret Lloyd***

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Margaret Lloyd was built by Thomas Watkins at Aberystwyth for William Lloyd in 1854, and named after his wife. Margaret Lloyd was a dandy rigged smack of 52 tons trading between Wales, England, Scotland, Ireland and France carrying coal or slates outwards and any available cargo onwards.

The Margaret Lloyd was sheltering at St Tudwall’s Roads when the Royal Charter Storm struck and attempted to enter Aberystwyth harbour at night for refuge, but the guiding lights for the harbour were not lit. Margaret Lloyd was seen signalling for the guiding lights but was forced to seek shelter elsewhere and foundered, off Cardigan Island with the loss of all the crew. An inquiry led to the dismissal of the Aberystwyth harbour master.

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2.4 Contributors

Madu

2.5 Abbreviations

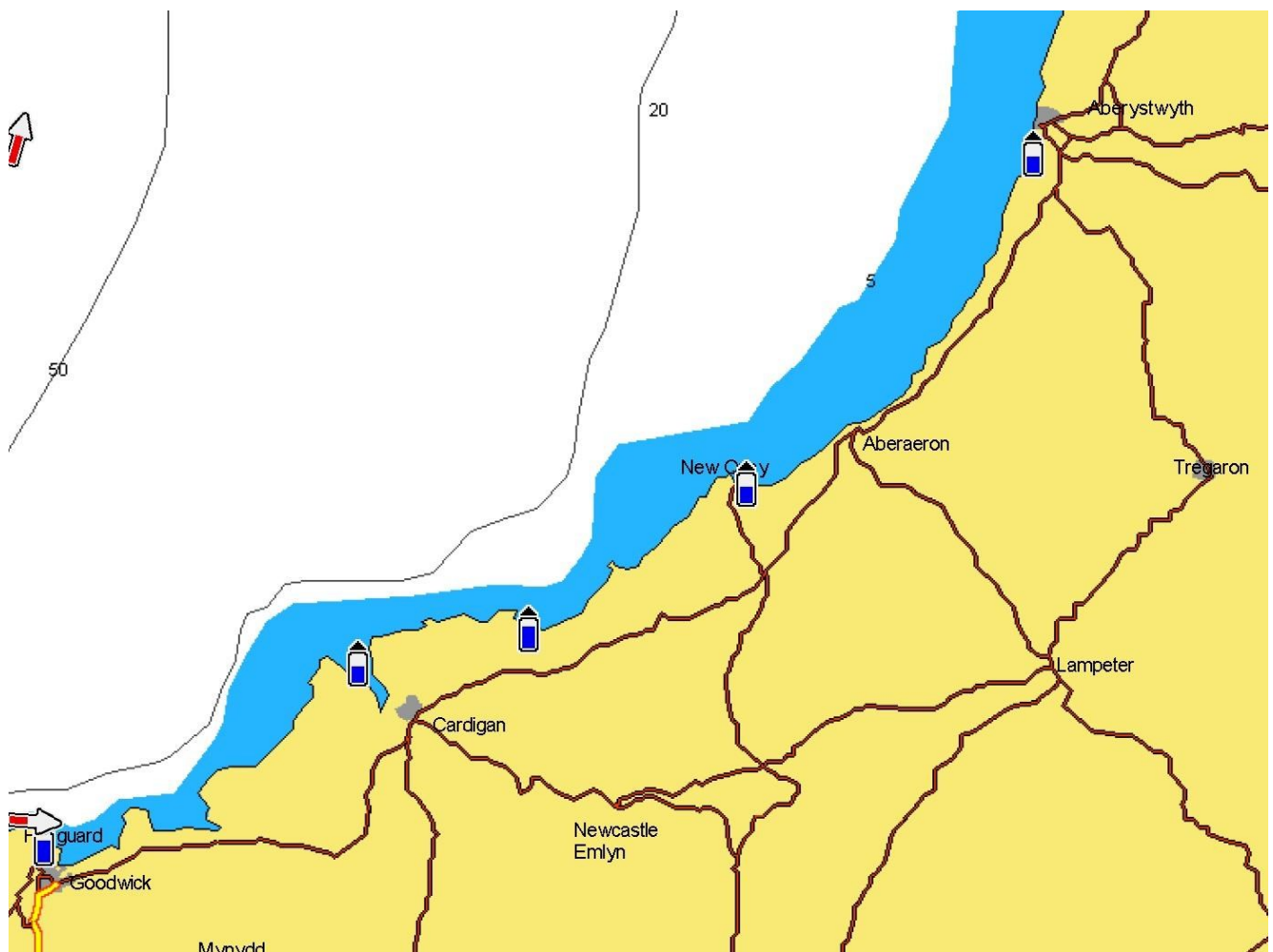
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institution
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

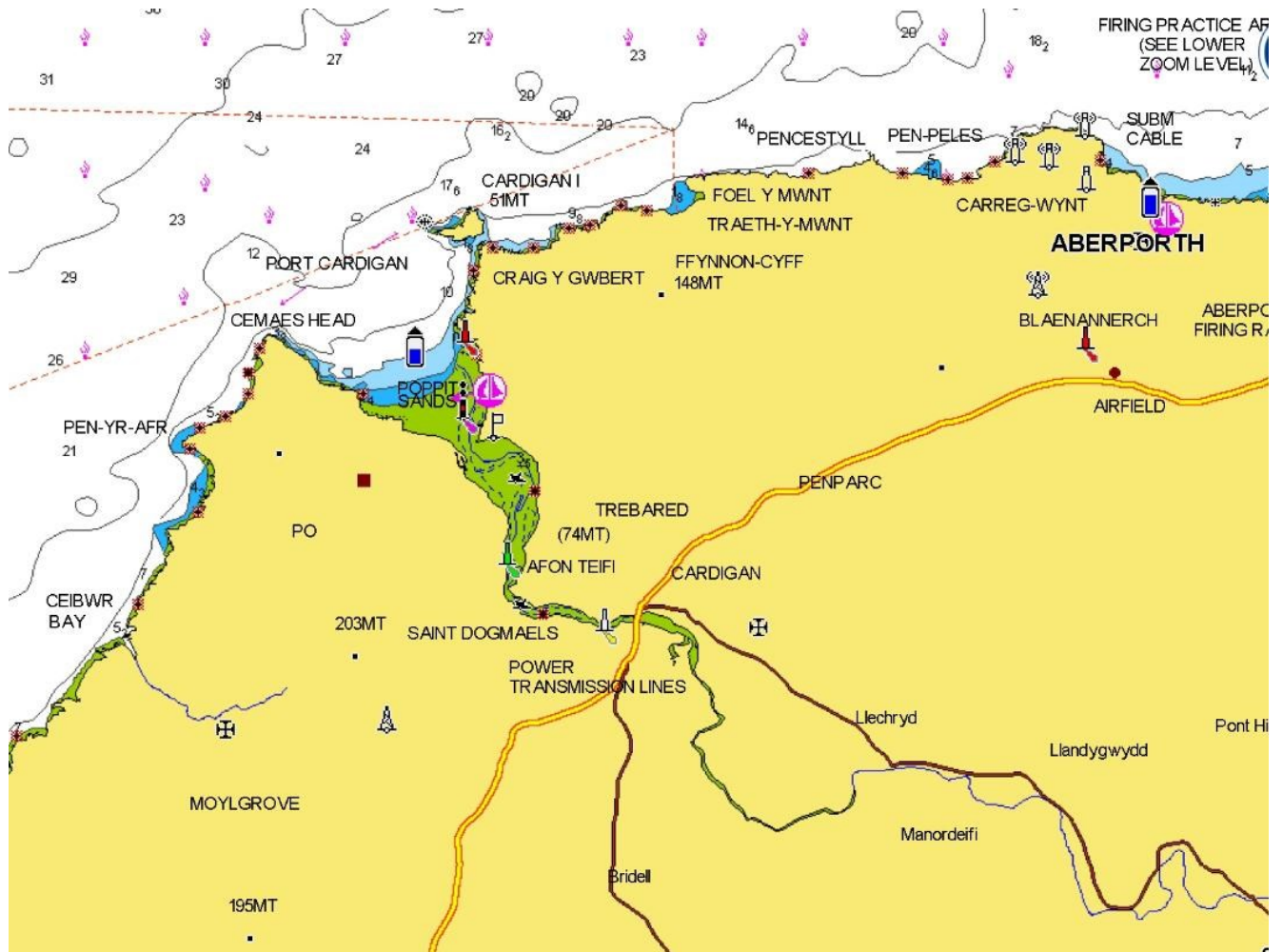
1. I selected Margaret Lloyd to research because she was lost in the Royal Charter storm and wished to see how much information I could find about her. I wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1859.
5. To discover the cause of the event in 1859 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1859 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1859 incident and its story.
8. If there was a wreck site for Margaret Lloyd and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Fr.

4.0 Background

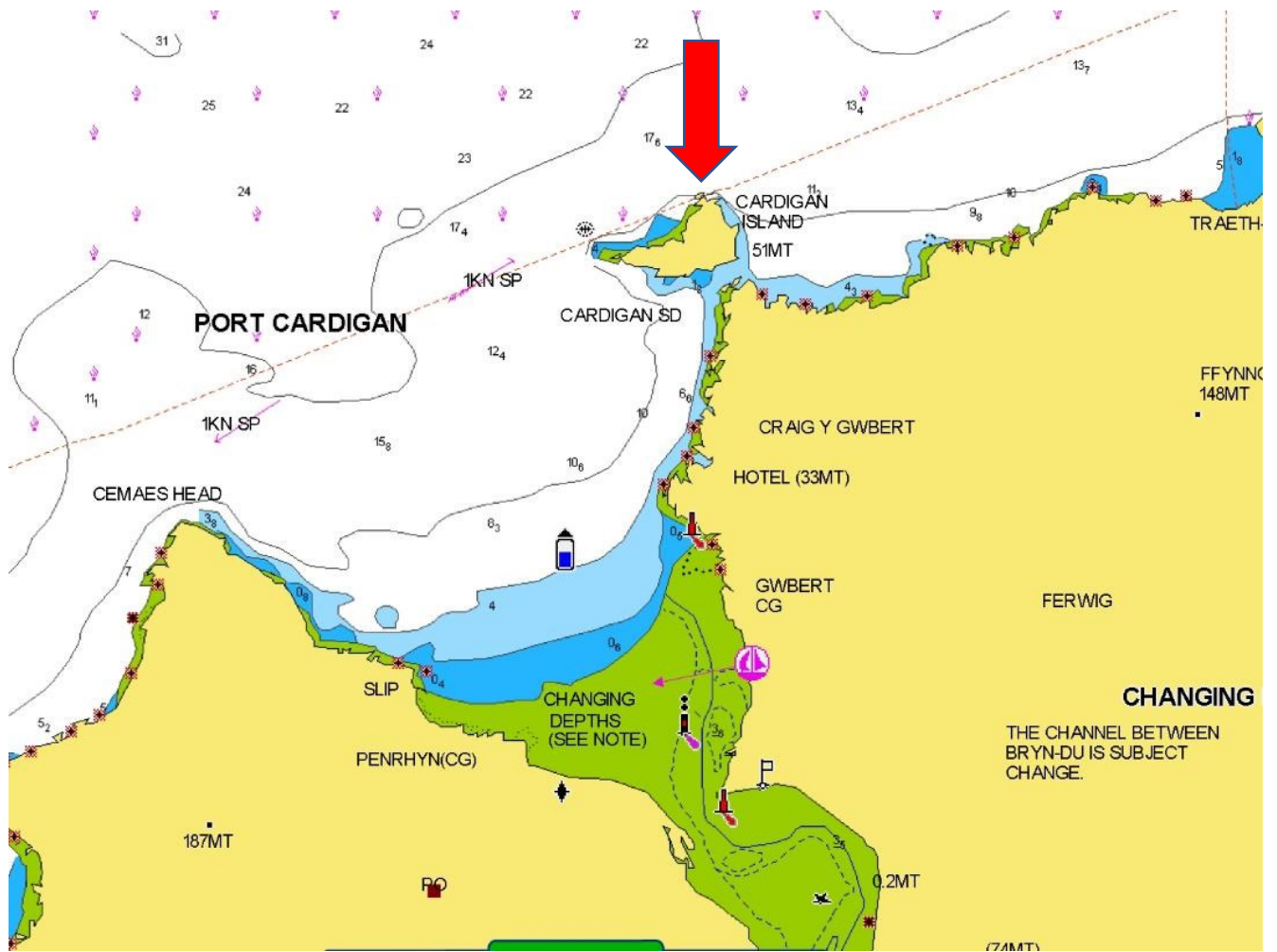
When I started this project I knew Margaret Lloyd was a wooden smack of 52 tons built in 1854 and she was reported to have been lost just off Cardigan Island on 25th October 1859.



Cardigan and Aberstywith



Cardigan and Cardigan Island



Cardigan Island where Margaret Lloyd sank

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Margaret Lloyd" looking for details of her dimensions, master, builders and owners from 1854 with a match. I then searched yearly until 1859.

I searched LR ships, plans and survey reports for "Margaret Lloyd" with no match.

I searched the Crewlist Project for " Margaret Lloyd" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match.

I searched The British Newspaper Archives (BNA) for "Margaret Lloyd Lloyd", "Margaret Lloyd", "Margt Lloyd" and "Smack Margaret Lloyd" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I searched "William Lloyd" and "Thomas Watkins" with no matches.

I searched Welsh newspapers on line for "Margaret Lloyd" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches. I searched "Thomas Watkins" and found matches. I searched "William Lloyd" with no matches. I searched "Harbour Master" in the Aberystwith Observer and found matches for the time after the previous Harbour Master was dismissed.

I searched Coflein site for "Margaret Lloyd" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Margaret Lloyd " looking for any details of the wreck with no matches.

I searched "Margaret Lloyd" on Google and found matches. I searched "William Lloyd" and found a match for Aberystwith cemetery with a picture of his headstone with information concerning his sons and wife. I searched "Thomas Watkins" and found no matches.

6.0 Results

Vessel	Name/s	Margaret Lloyd		
	Type	Smack with Dandy rig		
		Cargo		
Built	Date	1854		
	Builder	Thomas Watkins		
		Aberystwyth		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	Fore and aft rigged with a second mast 1/3 height		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	56 ft	4 ins	
	Beam	15 ft	4 ins	
	Draught	8 ft	5 ins	
Tonnage	Gross	52		
	Net			
Owner	First	William Lloyd		
		Aberystwyth		
	Last	William Lloyd		
		Aberystwyth		
	Others			
Registry	Port	Aberystwyth		
	Flag	British		
	Number	8156		
History	Routes	Wales to Ireland, England & France		
	Cargo	Slates, Coal, Oats, stone, Casks		
Final Voyage	From	Portmadoc 25 th October 1859		
	To	unknown		
	Captain	William Lloyd		
	Crew	Four		
	Passengers	None		
	Cargo	Slates		
Wrecking	Date	25 th October 1859		
	Location	Off Cardigan Island		
	Cause	Severe Storm/Hurricane		
	Loss of life	Four crew drowned		
	Outcome	Sank		

Coflein Site

The MARGARET LLOYD was a wooden smack built at Aberystwyth in 1854 by Thomas Watkins (official number 8156). Technical and configuration specifications are given as 52 tons burthen; 56.4ft length x 15.4ft breadth x 8.5ft depth; a dandy smack rigged with a running bowsprit, square stern, carvel built; wooden frame work and planking. The vessel became one of the casualties of the Royal Charter gale. The smack's Port of Aberystwyth Shipping Register entry notes the owner and master as William Lloyd the younger of Aberystwyth. The smack was carrying a cargo of slates on its last fateful voyage. It was seen tacking to and forth off for some 3 hours (between 7 and 10 o'clock) about a mile off Aberystwyth in evident distress. As no light was being shown at the harbour, the master was unable to locate the entrance. The harbour master was informed by both members of the captain's family and other bystanders, but neglected to take any action. Consequently, the smack was forced to head down the coast and was eventually overwhelmed near Cardigan Island - its masts were seen above the water some 300 yards east-southeast of the island. The four crewmembers were drowned.

Sources include:

Board of Trade Harbours of Refuge Inquiries 1859 pg121 (563)

Board of Trade Wreck Return 1859, pg25, House of Commons Papers Online, document 2623

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1858 - 30 June 1859, number 176 in M

Port of Aberystwyth Shipping Register 1853-1855, Ceredigion Archive Service AT/SHIP 4, folio 27

Troughton, W, 2006, Ceredigion Shipwrecks, pg13-14

Shipping and Mercantile Gazette - Wednesday 01 March 1854

Aberystwith, Feb. 28. Launched, this morning's tide, fine-modelled dandy smack, about 90 tons burthen, named Margaret Lloyd.

Belfast Commercial Chronicle - Monday 11 June 1855

Arrived at. this port, on the 6th inst., the Margaret Lloyd, Lloyd, from Caen, with a cargo of building-stone

Cork Constitution - Tuesday 18 November 1856

Cork Exports

Margaret Lloyd, for Charlestown. 700 barrels oats.

The Welshman 3rd April 1858

LLANELLY ACCIDENT. An explosion of gas occurred on Saturday last, on board the Margaret Lloyd," of Aberystwith, which was loaded with coal, at the Copper Works dock. The deck was considerably damaged, and the cabin boy was slightly injured. It appeared that one of the sailors, threw a lighted pipe down the hold, hence the explosion.

Cork Examiner - Monday 25 October 1858

CROOKHAVEN October 22 Wind E.N.E. Put in the Dandy Smack. Margaret Lloyd, of Aberystwith, Lloyd, from Tralee for Gloucester, 6 days out, oats

Gloucestershire Chronicle - Saturday 06 November 1858

PORT OF GLOUCESTER Import. from 30 October to November 5, 1858. From The Margaret Lloyd, of Aberystwith, Lloyd, with 506 qrs. oats, for J. and C. Sturge.

Gloucester Journal - Saturday 20 November 1858

PORT GLOUCESTER. for the Week ending Nov. 19
Exports during the Week. For Dublin, the Margaret Lloyd, with 43 tons freestones from J Knight, and empty casks from Gopsill Brown and Son.

The Evening Freeman. - Wednesday 08 December 1858

Pier Head Dublin

Arrived . Margaret Lloyd. Gloucester, empty casks

Shipping and Mercantile Gazette - Saturday 29 October 1859

CARDIGAN – Oct 28. The master of the Britannia believes the sunken vessel to be the "Margaret Lloyd of Aberystwith", Captain Wm. Lloyd, in whose company he was on the evening previous to the wreck.

Globe - Monday 31 October 1859

Cardigan, Oct. 30. The Margaret Lloyd, of Aberystwith, is sunk off Cardigan Island, with mastheads visible.

The Welshman 4th November 1859**ABERYSTWITH. DREADFUL SHIPWRECKS.**

In our last impression we stated that it was apprehended the result of the recent gale would be much more serious than was then known, and we regret to say that those fears have been realized - The loss of life and property on this coast during the late gale is unprecedented, and a gloom has been cast over the town that will not soon be dissipated. Every post was watched with anxiety, and every post brought in some fresh intelligence of further disasters. We shall, as far as we have been able to ascertain enumerate the losses immediately affecting this port. During the gale on Tuesday week the sloop Wave," crew and vessel lost near Milford, but cargo likely to be saved. The smack Britannia." Rees, vessel wrecked on Ceibwr beach, crew saved. The smacks "Claudia" and "Priscilla," both lost with the crews. The Bee, wrecked but crew saved. The Mary Jane, of Borth, Captain Enos Hughes, put into New Quay very much damaged, but not totally wrecked. The schooner " Robust," Thomas Williams, wrecked at New Quay, deck load thrown overboard she is laden with timber. The schooner Jane Morgans, Daniel Morgans, stranded, but got off, at New Quay. The Victoria," Enos, of this port, ran into New Quay, totally wrecked, crew saved. The Morning Star," Isaac Thomas, totally wrecked and all hands lost. The Margaret Lloyd, William Lloyd, totally wrecked and all hands lost. The two latter were lost near Cardigan, and three of the bodies of the crew of the "Morning Star" have been found, and were brought to Aberystwith on Sunday last, John Jenkins, the mate, and the bodies of the son of the captain, and of another boy aged 14. The body of the captain has not been found, nor the bodies of any of the crew of the Margaret Lloyd." A smack was sunk near Dinas Cross, from Aberystwith - name unknown. The "Margaret Evans," of this port, Capt. James James, put into Holyhead much damaged. The Dreadnought," about which fears were entertained, Captain John Evans, put into Holyhead, much damaged. The smacks Alma, Claudia, Active, and Dart, were very much damaged at Bangor. The Nell put in to Bangor much damaged the mate, Thomas Williams, drowned. His body was brought to this town on Tuesday night. The Eagle, Evan Richards, whose wife and child were

lost, but master and crew saved.— A small craft of about 20 tons, in ballast, from Holyhead to Portmadoc, with only two boys on board, had a very miraculous escape. They were blow before the storm, having given up all hopes, but seeing the masts in this harbour, however, they made for the port and got in safely, having sustained the gale during the whole night. The "Marmion," Roberts, Amlwch, bound to Liverpool, came in with loss of sails on Wednesday night, after weathering the whole gale. It has subsequently been ascertained that two of the bodies of the smacks sunk at Dinas Cross have been recovered one an elderly person about 60, and another younger. Storm jib washed ashore, with name of Wm. Browning, of Milford, cloth marked T. J. or D. J. The "Jane," came in on Wednesday evening, with loss of boom and all her running gear.—A boat marked Twin Sisters, came on shore seven miles south of this port, William Porter, master. On Wednesday, 2nd instant, a boat came ashore by Penroe, below the harbour, marked Laurel Amlwch, John Reece, master.—The "Matheldis" of Newquay, wrecked off Dinas Cross with all hands on board. Complaints have been made in the Shipping and Mercantile Gazette of there being no light placed on the pier on the night of the storm, and suggesting that the trustees of the harbour will consider the importance of having them regularly during the flow and ebbing of the tide. As this subject is about to be investigated we refrain from further comments, feeling confident that it will receive the attention it merits. On Monday last another gale, almost as severe as the former one prevailed over the coast, and great anxiety was entertained on behalf of vessels. The gale commenced on Monday, and continued during Tuesday and that night, and subsided on Wednesday morning. A full-rigged ship, apparently of about 1500 tons burthen, was seen out in the bay, and was supposed to be one of the American liners homeward bound. There was nothing but the square foresail, fore top-mast, and her stay-sail available, her other sails being evidently blown away. She was making to the southward, and great apprehension was entertained for her, as she was steering right for Sarn Wallog. In a short time, however, she wore ship, and came to with both anchors and rode out the gale. On Wednesday, when the storm had partially subsided, a boat put out and reached the ship in safety, but has not yet returned, and we are unable therefore to state what she is. She continues at anchor in a very good position up to this time (Thursday morning). The necessity of a life-boat at this port was severely felt on Tuesday last, when it was momentarily expected that this large ship would run on the Sarn, or be driven against the rocks, and no means would have been available to save any of the lives on board. It is hoped that the experience of the recent gales will have the effect of supplying that desideratum.

The Pembrokehire Herald and General Advertiser 11th November 1859

THE GALE OF LAST WEEK. (From the Liverpool Telegraph) We believe we speak without exaggeration when we say that the 25th and 26th of October has engraved a melancholy line in the annals of maritime disasters. For the time the gale lasted it was, perhaps, the most destructive of any storm since the beginning of this century, the loss of vessels and life being most appalling whilst its devastating fury continued. We speak in reference to those whose fate is beyond conjecture, but, to swell the total, numbers of unfortunate craft have foundered with their crews, leaving only floating fragments for the mind to guess at a fate not to be revealed in time. The actual loss to the shipping interest on the 25th and 26th of October, 1859, is beyond all conception, and perhaps without parallel within living recollection. To give our readers some idea of the destructive fury of the gale in question, we give below, collected with great care, so as to be as accurate as possible, a list of the vessels that were totally lost only, in the now memorable late gale, with an account of the crews all drowned, partly saved, and all saved. We have omitted including the vessels that have suffered damage only by being driven on shore in that gale, for the reason that the list would then exceed more than double its present length, and far beyond our available space. As will be seen, the loss in human life during the 25th & 26th of last month is most melancholy indeed.

Ariadne, at Newhaven—all saved

Amais, at Newquay-all saved

Ann, at Newquay—all saved

Anna Maria, at Watchet—all saved

A brig, at Morte Bay-all drowned

A brig, at Yarmouth-all drowned

A sloop, at Newport-all drowned

Abbey, at Margate-all drowned

Anna Dorothea, at Yarmouth-all saved

Ann, at Bideford-all drowned

A schooner, at Aberporth-all drowned

Admiral Cator, at Hartlepool—all saved

A brig, on the Goodwin Sands-all drowned

Busy, at Fort Isaac-all saved

Beverly, at Bude -one drowned

Brigantine, at Penarth-all drowned

Brothers, at Porthcawl—all saved

Benjamin, at Bridlington-all drowned

Blanche Marie, at Guernsey-all saved

British Rover, at Dunbar—all saved
Beatrice Catherine, at Porthor Bay—all drowned
Bubona, at North Berwick—all drowned
Cuba, at Yarmouth—all drowned
C. G. Fryer, at Widmouth—all saved
Caroline, at Rye—three drowned
Charles Holmes, at Aberbach—all drowned
Carolina, at Porthgain—all saved
Catherine, at Cemaes—all saved
Claudia, at Porthor Bay—all drowned
Diana, at Douglas Head—all saved
Elizabeth, at Yarmouth, all saved
Enterprise, at Bridlington, one drowned
Elizabeth Lass, at Dartmouth, one drowned
Eleanor, at Northam Burrows, all saved
Edward Protheroe, at Sandy Mouth, all saved
Eliza Benyon, on the Mumbles, all saved
Ebenezer, on the Mumbles, all saved
Eliza, at Bardsey, all drowned
Ellen, at Newquay, all saved
Eliza, at Perthferin, all drowned
Favourite, at Padstow, all saved
Fame, at Mostyn, one drowned
Five Vessels, at Ilfracombe, all drowned
Friends, at Newport, all saved
Golden Grove, at Lowestoft, all saved
Hawkhill, at Hartlepool, all saved
Hope, at Port Llechog, all saved
Huntley, in the Mersey, all saved
Hope, at Newquay, all saved
Isa, at Plymouth, all drowned
Isabella, at Rye, all saved
Jane and Susan, at Minehead, all saved
Joseph, at Milford, all saved
John St Barbe, at Penarth, one drowned
John and Jane, at Spital Point, all saved
Kingston, at Penarth, all saved
Leo, at Folkestone, all saved
Louis Albert, at Penarth, all saved
Lord Douglas, at Lowestoft, all saved
Major Nanney, at Newquay, all saved
Mary Jane, at Newquay, all saved

Mary Ann, at Newquay, all saved
Morning Star, at Cardigan, all drowned
Martha Jane, at St Ives, all saved
Melanis, at Padstow, all saved
Mary Lauder, at Watchet, all saved
Mathildis, at Newport, all drowned
Marlborough, at Ilfracombe, two drowned
Mary, at Sully Island, all drowned
Messenger, at Penmon, all drowned
Mecca, at Hartlepool, all saved
Majestic, at Spital Point, all saved
Martha, at St David's, all saved
Margaret, at Newquay, all saved
Nancy, in the Channel, all saved
Norwegian schooner, at Rye, three drowned
Orion, at St David's, all drowned
Oriental, at Rhyl, all saved
Paragon, at Yarmouth, all saved
Providence, at Padstow, all saved
Primera Galan, at Dover, three drowned
Pilot, at Dover, all drowned
Percival, at Bristol, all saved
Priscilla, at Porthor Bay, all drowned
Queen, at Bristol, all saved
Royal Charter, at Red Wharf Bay, 459 drowned
Rosebud, at Watchet, all saved
Robert, at Newquay, ail saved
Sir R. Peel, at Portreath, all drowned
Swift, at Bristol, all saved
Susan, at Bideford, all saved
Sultan Selina, at Bristol, all saved
Silia, at Yarmouth, all saved
Sprite, at Maluko, all drowned
Syria, at Whitby, four drowned
Ship, on the Cow and Calf Rocks, all drowned
Thistle, at Morte Bay, four saved
Trio, at Stratton, all saved
True Bess, at Solva, three drowned
Thames, at Penarth. one drowned
Three Vessels, at Dinas Head, all drowned
Two Sisters, at Grimsby, all saved
Union, at Newquay, all saved

William, at Lyme, all saved
Watchet Trader, at Skyrawathers, all saved
Wave, at Freshwater Bay, all drowned

On the bright side of this picture stands the Royal National Lifeboat Institution. It is only just we should acknowledge—and what place more fitting—the noble assistance it has rendered in the cause of humanity, for through its timely aid many of the crews recorded above as saved were snatched from death by its excellent boats. May the institution meet with all the support it so eminently deserves.

The Welshman 4th November 1859

To the Trustees of the Aberystwith Harbour.

GENTLEMEN,—The wail of the widow and the cry of the orphan assails us in every quarter of this town. The terrific storm has carried desolation to many a happy home, sacrificing many valuable lives, and destroyed much property. But there is a bitter feeling here, and also great indignation, for it is almost certain that the "Margaret Lloyd," and more than a probability that the "Morning Star" would have entered this port safely had the pier lamps been lighted, but both vessels are a total wreck, and nine souls have been hurried into eternity. Our peaceable seafaring population are horrified; their groans (and something more) are deep and loud at the apathy evinced by your body, and I fear they will be driven into some desperation.

Now, gentlemen, I wish to ask you a few plain questions— Is it not your duty to see if these are facts ?

Did Miss Humphreys and Mrs. Jones go to the harbour master's house on the night of Tuesday and tell him there were lights in the bay, showing there were several ships there ?

Did he answer Mrs. Jones by saying, "Go to bed, my good woman, there are no ships there," not troubling himself to look, and to her prayers and entreaties that the lights should be put up, resolutely refuse -also, whether his deputy could not be found on that terrific night?

Are Jesse Morgan, Mr. Painter, Edward Humphries, and many others, ready to make oath that they observed the lights of the unfortunate ships in the bay at an early hour—that the "Margaret Lloyd" was so near the castle that she could have been easily spoken to, on a fine day, with a trumpet?

If all this was seen by so many people, how is it our well- paid officials, who ought to be on the lookout, saw nothing of it ?

I entreat you, as men and as Christians, not to evoke a spirit foreign to the nature of our people: but call a meeting of your body, sift this matter to the bottom- and, if what has been stated is true, your duty is plain.

. I remain, Gentlemen,
 . Obediently yours,
 . A SHIPOWNER.

Aberystwith, Nov. 2nd, 1859.

Caernarvon & Denbigh Herald - Saturday 12 November 1859

The Margaret Lloyd, William Lloyd, totally wrecked, and all hands lost. The two latter were both lost near Cardigan. Three of the bodies of the crew of the Morning Star have been found and brought to Aberystwyth, viz , the body of John Jenkins, the mate, and those of the son of the captain and of another boy aged 14. The body of the captain not been found nor those of any of the crew of the Margaret Lloyd.

The Aberystwith Observer 19th November 1859

ABERYSTWITH HARBOUR TRUST. QUALIFICATION OF TRUSTEE. FORTY pounds per annum in houses and land, In right of yourself, or your wife, if true; But it all must be in Cardiganshire, in no other country or place will it do. Or two hundred good pounds invested in shipping, Of the Port Aberystwith it all must be, And held for a year, without quibble or tricking, And, lo! you're a ready-made Harbour Trustee.
 15th Nov., 1859. J. D.

Shipping and Mercantile Gazette - Tuesday 15 November 1859

THE LATE GALES.—INQUIRY INTO THE CONDUCT AND DISMISSAL OF THE ABERYSTWITH HARBOUR MASTER.

ABERYSTWITH, Nov. 10. The Harbour Trustees of this port – Mr E L Pryse, M P , Lord Lieutenant in the chair – held a meeting at the Hall, to enquire into the conduct of Mr Page, the Harbour Master on the evening of the 25th ult., for not having exhibited lights on the pierhead after dusk, by which it is alleged, several vessels were lost. A meeting of the Shipowners, masters and others of the port, had previously adopted the following resolution:- "That it is our decided opinion,

that for the future safety of vessels coming into this port, a fixed bright light is essentially requisite to be put up at the extreme end of the pier, and two guide lights on the white marks opposite the entrance to the harbour – the former to be lighted from sunset to sunrise all the year round, and of such brilliance as may be seen at a distance of at least 12 miles, and the latter to be lighted from half flood to half ebb every tide.” “That the Harbour Master in not exhibiting a light on the pierhead on the night of the 25th ult., after being repeatedly warned that vessels were outside the port, has been guilty of most culpable neglect – a neglect which it is feared has led to mournful results ; and while fully appreciating Mr Page’s past services, we are firmly convinced that at the present time, in consequence of age and infirmity, he is wholly incapacitated for fulfilling the onerous and highly important duties pertaining to his office.” – A memorial embodying these resolutions was signed by 110 Shipowners and Master Mariners.

The Chairman having opened the proceedings,

Captain Davies, Master of the Brig Bessie of Aberystwith, said he saw a ship’s light about a mile off, from about half-past 6 to 7 o’clock on the evening of the 25th ult. There was no light on the pierhead. There was sufficient water for a ship to come in, and he was positive that a vessel could have come in if there had been a light on the pierhead. Watched the light for three-quarters of an hour. Mrs Jones, wife of Captain William Jones, said Mrs Morgan wife of Captain Morgan, came to their house about half-past 7 on the night of the gale, saying there was a patent light out. Went to the Harbour Master’s, and heard his daughter tell him there was a light out. They were talking about sending for John. In an hour afterwards saw there was no light on the pier, and , with Edward Humphries, went to the Harbour Master’s. Asked him, “ Where is the light ? ” and he said something about sending for John. Was positive she saw the light within a very short distance of the pier. At 11 o’clock there was no light visible on the pier or out at sea.

Edward Humphries, Mariner, said: About half-past 6 pm the night of the 25th , saw the light of a vessel which was coming down towards the pier. There was no light on the pierhead. Saw one man holding a light in his hand. She had three lights, and was sufficient near to hail her in fine weather. Told Mr Page that a vessel had been out for two hours, and told that it was a pity to see her in such distress. Page said, the only way to have her in was to look for John. Asked who was to pay him, but he went to look for John. Saw the light about half-past nine, and the vessel was pitching about in great distress.

Captain Enos Master of the Victoria (wrecked at Newquay during the gale of that night) said: We were in company of the Margaret Lloyd and Morning Star (the

vessels lost) on the morning of the 25th, from St Tuwall's Roads. The Britannia (also Lost); the Swansea Trader, of Aberystwith; the Eliza Mary, of Newquay; and others, were also with us. The last time I saw the Margaret Lloyd was between 5 and 6 o'clock in the evening, opposite Pendinas. The wind was ENE, in about three quarters of an hour afterwards, it was quite dark, and the storm increasing, I saw the lights of the Margaret Lloyd in such a position as would have enable her to fetch the harbour in safety. If there had been a light on the pier, I am positive she would have been in. I should have made an attempt to come in myself had there been a light. The Morning Star would also have attempted to have come into this harbour were the light exhibited. I showed a light occasionally myself. All the vessels but the Margaret Lloyd were to leeward of me. There was plenty of water, and I had no doubt in my own mind that the Margaret Lloyd was safely in the harbour by seven o'clock.

Captain Rees of the Britannia, said he saw the Margaret Lloyd tacking for the bar, and there was sufficient water and saw her lights in such a position as to enable her to enter the bar.

Mr Watkins, Mate of the Bessie, said he saw the light on the evening of the 25th, about three quarters of a mile distance. She could have been in had there been lights on the pierhead. Saw the light from half-past 6 until 10. She was tacking about as if in great distress. No light was exhibited on the pierhead.

Mr Page was then called upon for his answer, and he said that on the evening in question, about half-past 6, Humphries called upon him, and said there was a light out at sea, and he asked him to go and tell John. Waited all evening watching for the appearance of the lights. It was the duty of John Davies and Thomas Davies to put up the lights. They were employed for that purpose. Did not send a message to John Davies to know the reason why the lights were not put up. Looked afterwards, and saw no lights out at sea; and if there were a vessel so near on that night as had been stated, she must have gone on shore. Seeing no lights out at sea, nor any exhibited on the pierhead, went to bed at 10 o'clock, under the impression that all was all right.

John Davies said no one ever told him to put up the lights that night, and he saw no light out at sea. – Thomas Davies, the other servant, said he saw no lights.

The Trustees then retired, and, after some consultation, the chairman said: Mr Page, it now becomes my painful duty to give the result of the deliberations of the Trustees in this unfortunate matter, which I will do by simply reading the resolution passed. Painful, I say, because, as far as I understand, you are an old and valued servant of the Trustees, and no complaint had ever before been laid against you, and the Trustees are all extremely sorry for the present unhappy

occurrences which have led them to pass the following resolution:- "It is unanimously resolved, that the Trustees are of the opinion that on the night of the 25th the Harbour Master was guilty of gross neglect of duty in not putting up the pier and guide lights, and that he be forthwith dismissed." With regard to the future lighting of the pier, referred to in the memorial, it was resolved that the whole subject be referred to a committee.

Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Saturday 26 November 1859

ABERYSTWITH. A largely attended public meeting was held in this town on Tuesday, under the presidency of Mr. Edward Roberts, mayor, for the purpose of raising subscriptions for the relief of the widows and orphans of sailors belonging to this district lost during the late gale. Resolutions were passed and a committee formed to carry out the object of the meeting. Upwards of £50 was collected in the room.

Welshman - Friday 18 November 1859

From the public meeting held in Aberystwith to raise money for Widows and orphans.

In this town and port too, considerable property is invested in shipping, and in a pecuniary point of view the late losses are considerable. All know how anxious every captain is to have a ship of his own, or at least, as many shares at possible in one, but there are constant drawbacks and losses, besides competition in freight, that make the apparent owner and captain little less than nominal, though registered perhaps as owner. The very insurance money on loss would not go often to the family of the lost captain, but to those who are creditors on the ship.

The Aberystwith Observer 3rd December 1859

CORRESPONDENCE. THE HARBOUR TRUSTEES & MR. PAGE.

To the Editor of the Aberystwith Observer.

SIR,— In your paper of last week I observed that the trustees of the harbour have not only dismissed Mr. Page from the harbour department, but

have also given him three months notice of discharge from the pier works. Before they put their resolutions into effect, I beg them to consider well and without prejudice or influence of party feeling the following points:—

1. Is it not a fact that the Margaret Lloyd carried no lamps whatever? and if so how could the lights said to be seen be hers ?
2. Of the eleven lights said to have been seen in the bay, what is become of the remaining ones?
- 3 Is it not a fact that the Custom authorities of Aberayron were on the look-out during the night in question, and saw a great number of atmospheric meteors, but not any ship lights whatever?

Every generous man will, upon reflection, deem it unfair to make any fault that might or might not belong to a sub-official a pretext for discharging one whom the trustees call "an old and valued servant," one who has so creditably served under them for a quarter of a century. Is this an honourable way of dealing with a faithful servant— a man who came to their employ possessing testimonials of the highest. grade—A well-trying assistant of the celebrated Telford and Rennie. And since he has been in their employ, has he not fully sustained the character ?— has he not been a pattern of abstemiousness, and proved himself a man of untarnished reputation ?

Welshman as I am, I ask my fellow-townsmen, Do you think a native of the place one of the mariners of the port would or could ever hold such control and order in the harbour as has been done by Mr. Page, through an untrucking, stern, and impartial discharge of his arduous duties ? Should the trustees however be influenced by Clique or party to elect another for the office, let them do so, but not, I trust, for their honour's sake, without allowing a fair stipend for one who has spent his best days in their services, and who has unflinchingly discharged his duties in all weathers.

A NAUTICAL MAN.

The Aberystwith Observer 10th December 1859

To the Editor of the Aberystwith Observer.

SIR,—The letter signer A Nautical Man, in your last-week's paper requires a word or two of reply, as it has a tendency to reflect discredit upon the late lamented Captain William Lloyd, as master of the ill-fated Margaret Lloyd. Your correspondent asks "is it not a fact that the Margaret Lloyd carried no lamps

whatever, and if "so how could the lights said to have been seen be hers ?" In reply I beg to state that proper lights were always carried on the vessel in question, and I have it in my power to produce not only irrefragable evidence as to the fact, but can also show the very bills for the lamps and their fixings. In addition, if further proof be necessary, I need only refer to the evidence given by Ed. Humphreys at the meeting, by which it appears that the vessel he saw not only carried her ordinary lights but one of the patent flash-lights as well, as it was seen by the witness held up by a man on the vessel. There can be no doubt this was the Margaret Lloyd; but it is impossible to know how many times her poor master held up his flashlight, in the vain hope of seeing a signal on the pier. Your correspondent then proceeds to ask Of the "eleven lights said to have been seen, what is become 'of the remaining ones ?" In order to allay any unnecessary alarm in "A Nautical Man's" mind, I beg to say that I imagine the lights have all been since extinguished. His third question I am also in a position to answer, as I have in my possession a letter from the principal Custom-house officer at Aberaeron, which stated that neither meteor nor any other lights were seen on the night in question, although a look-out was kept up until till a late hour. With regard to the remainder of your correspondent's letter I have nothing to do. I have no animosity towards Mr. Page, but quite the contrary and with this one single and terrible exception, I believe him to have been a most excellent public servant; and no one can regret more than I do that so long and creditable a career, as his has been, should terminate in such a manner. The best thing to be said is that he is an old man, and had a bad deputy. My only motive in replying to your correspondent's letter is to correct his mis-statement, and do justice to a humble, but worthy and respectable man, cut off in in his prime, to the great loss of a wife and a numerous family.

I am, Sir,

Your obedient Servant,

December 7th, 1859.

ROWLAND EVANS,

The Aberystwith Observer 21st January 1860

HARBOUR OF REFUGE IN CARDIGAN BAY.

(From the Shipping and Mercantile Gazette.)

When the Refuge Harbour Commissioners were employed in the examination of the various localities on the West Coast, we took occasion to reiterate our opinion, frequently expressed before, that no system of Asylum Harbours for that

portion of our seaboard would be complete that did not give one or more of such Harbours to Cardigan Bay. It was, therefore, with some regret that we saw the Commission close its labours without even a visit to the bay in question, and it is with still greater regret that we have recently seen the necessity of works for which we contended, fully and fatally established. It is true we have a Refuge Harbour at Holyhead, that Milford cannot be surpassed as a natural Harbour, and that the Commissioners have recommended the expenditure of a sufficient sum in St. Ives Bay and at Padstow to render those places available as Harbours of Refuge; but Cardigan Bay, taking the line of embayment, from Bardsey Islands to Strumble Head, embraces a line of coast of probably 150 miles, and along the whole of that coast there is not at the present moment a single place where a vessel driven by a gale at any point from S.S.W. to N.N.W. can find shelter, and yet there are two or three places within the bay, and near the lowest point in the bight, where a Refuge Harbour might be constructed at a comparatively trifling expense. We are happy to perceive that a local stir has been made on this important subject. The Directors of the Newquay Mutual Ship Insurance Society have held a meeting a few days since, at which a series of resolutions were adopted, embodying a list of the vessels wrecked, stranded, or otherwise damaged within the Harbour of Newquay and its immediate vicinity, in the gale of the 25th and 26th of October last, and attributing the loss of life and property on that occasion, along the shores of Cardigan Bay, to the want of a Harbour of Refuge in the locality. In 1858 there were ten casualties to vessels in Cardigan Bay, of which seven were total wrecks. In the gale of the 25th and 26th October last there were eighteen casualties reported at Newquay alone, six at Cardigan, and several more at Fishguard, Aberaeron, and other places. It is quite true that the gale in question was one of unusual, perhaps of unexampled, severity, but it is such a gale that tests the value of a Harbour of Refuge, or illustrates fearfully the consequences of its absence. The loss of life during the recent gale has been estimated, and it is an appalling estimate. The loss of property probably never will be; but it is quite certain that the shores of Cardigan Bay have had their share of the victims and the spoil, and it is truly sad to reflect that this great calamity might have been deprived of its most terrible features if means had been taken to provide Harbours of Refuge in suitable places, when the necessity for those constructions was first pointed out. The position of Cardigan Bay entitles it to such special attention as a locality for a Refuge Harbour, that we are at a loss to comprehend how it could have been passed over by the Commissioners. The vast Commerce inwards and outwards of the Port of Liverpool passes it, and the Coasting Trade of the locality is very large. Vessels coming from the westward, if from any Port above the 40th parallel of north latitude, commonly make Cape Clear as a landfall, and keep the Irish coast aboard until they pass the Tuskar; but ships coming from south ward of that parallel make the Land's End or Scilly Islands as their landfall, and commonly

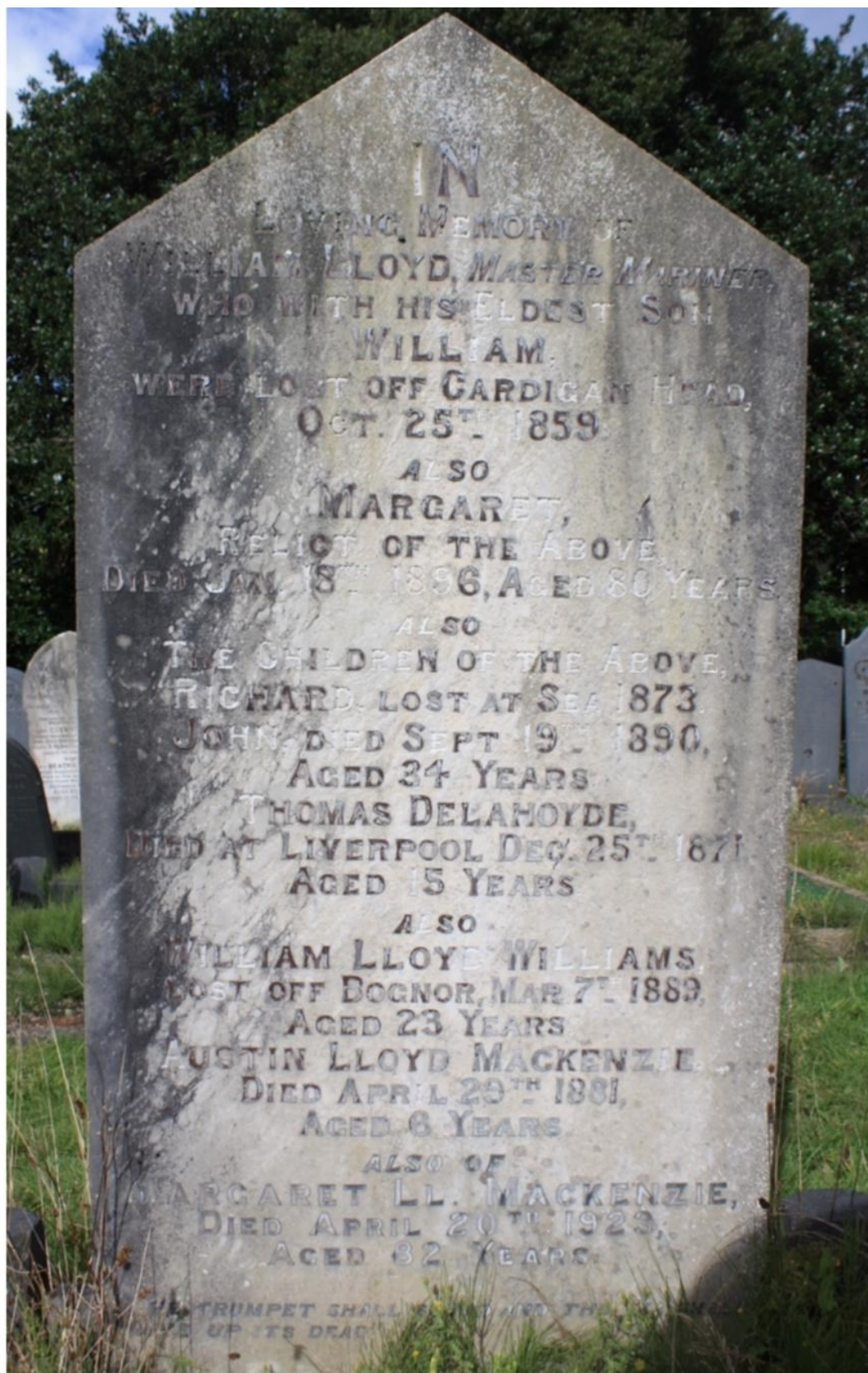
sight St. David's Head and Bardsey. These are the vessels, to say nothing of the outward-bound and coasters, which may at any moment have occasion to deplore the want of a Refuge Harbour in Cardigan Bay. Such is the extent of Cardigan Bay that any wind from S.S.W. to N., and even to N.E., may make a lee shore of some spot or other between Bardsey Island and Strumble Head. But, perhaps, considering the prevalence of westerly and N.W. winds in these latitudes, the most dangerous locality in the bay is in the neighbourhood of the Port of Cardigan or Newquay. At the latter place there is, it is true, a Pier, but it has been proved by the number of casualties that occurred, actually within the Harbour of Newquay during the gale in last October, to be utterly inadequate to the purposes of efficient protection. One of the resolutions adopted at the meeting to which we have already referred, presses this fact upon the Newquay Harbour Board; it urges the expediency of extending the Pier into deeper water, and of raising it some seven feet higher at least. We shall be most happy to hear that this suggestion has been adopted, and that local efforts are continued for securing so desirable and so necessary an object; but we are still of the opinion, long since formed, that a Harbour of Refuge in Cardigan Bay, to be of the required utility for the protection of Shipping navigating that part of the coast, will involve an expenditure too large to be met by local contributions, however liberal, and should be a national work, paid for out of the public purse. Session after session sees sums of money voted, almost without a question, for the continuance of works the value of which is at least questionable, and the interruption of which would be of no material consequence; while we find any proposal for a sum of money, sufficient even to commence undertakings which Parliamentary Committees and Royal Commissions agree are absolutely necessary to the protection of life and property in the navigation of our shores, is coldly received, or unhesitatingly postponed. Now, we hold it to be the sacred duty of the gentlemen who represent the Shipping Interest in Parliament, and especially of those who have served on recent inquiries respecting Harbours of Refuge, to press with all their energy, in the approaching Session, for such a share of the public money as will give effect to their recommendations, or will provide, at least, for the commencement of the necessary works, without further delay. Nor do we see that, although the necessities of Cardigan Bay have been overlooked by the Commissioners, those necessities do not of themselves constitute a legitimate subject for Parliamentary discussion. The efforts of Mr. J. LLOYD DAVIES in this direction are not forgotten; and although that gentleman no longer represents his constituency in Parliament, he may do good service in pressing, in common with the people of the Cardigan burghs, upon their member, the propriety of bringing the unprotected nature of the coast of Cardigan Bay before the notice of the House of Commons, and of thereby repairing the unfortunate oversight of the Refuge Harbours Commissioners. The tribunal that is

competent to decide upon the report of that body is surely competent to sanction any judicious amendment that may be proposed.

The Aberystwith Observer 18th February 1860

HARBOUR MASTER.-On Tuesday next the trustees of the harbour will proceed to the election of a harbour master for this port. The salary is £52 per annum.

THE PIER LIGHTS.-The new lamp for the pier head arrived by the 'Plynlymon' on Thursday from Liverpool, and was tried the same night, when it proved successful; and is a great and important improvement to navigation, as it may be seen as far and farther than the Patches.



William Lloyd and his eldest son also called William were lost off Cardigan Head in 1859. A second son Richard was also lost at sea in 1873.

Fig. 1 Gravestone for William Lloyd and his eldest son William

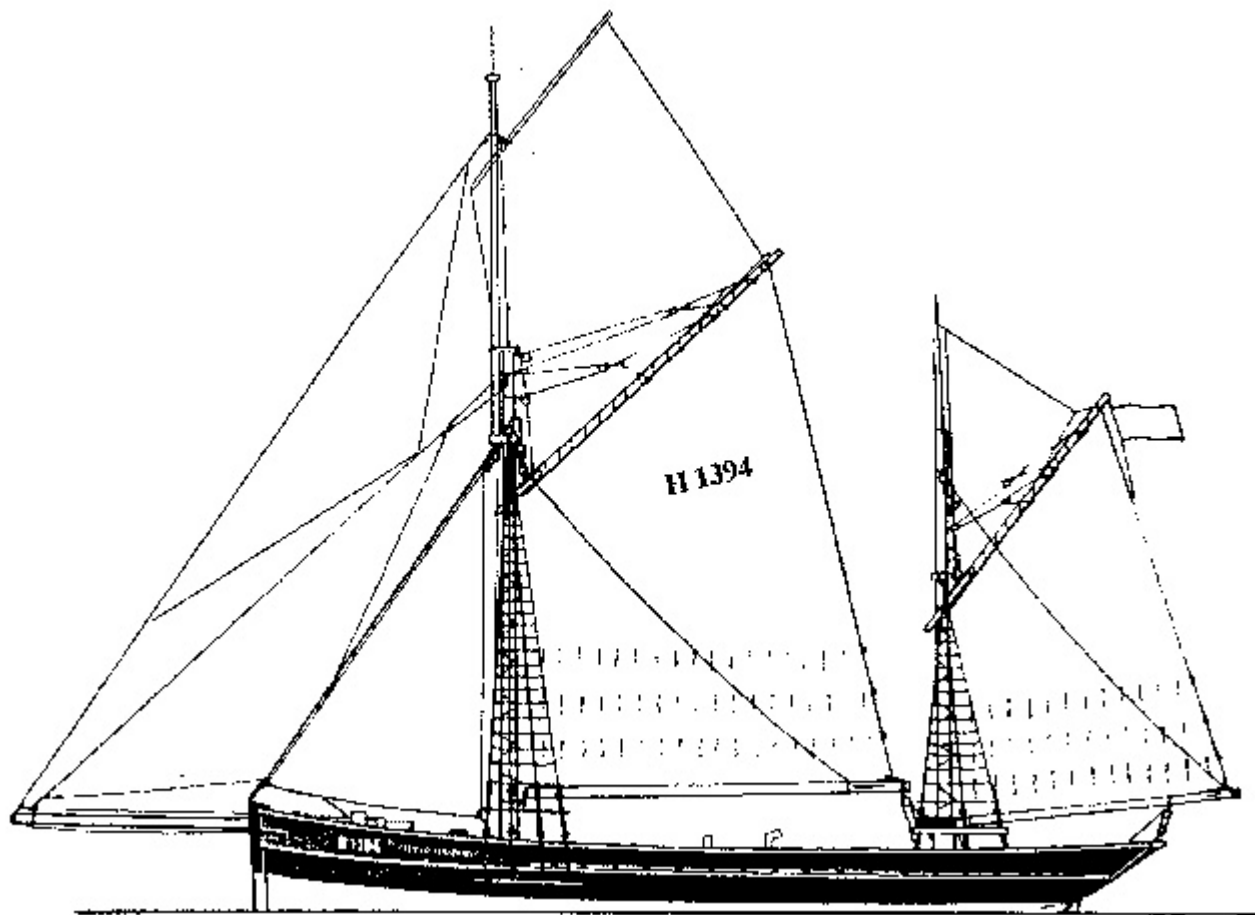


Fig. 2 A Dandy rigged smack

These vessels were described as 'Dandy' rigged, that is a two-masted ketch or yawl where the mizzen sail is one-third the size of the main sail rather than the normal half size. A yawl is a two masted, fore and aft rigged sailing vessel with the mizzen mast positioned abaft the rudder stock, or in some instances, very close to the rudder stock.

Dandy rig is another name for the ketch and yawl rigs, but sometimes used to describe the rig when the mizzen sail is about one-third the size of the mainsail, the true ketch rig having a mizzen-sail about half the size of the mainsail and the true yawl rig having its mizzen-sail a quarter or less.

Thomas Watkins

The Aberystwith Observer 30th November 1860

Mariages

On the 27th inst., at Llanbadarn-fawr, by the Rev. John Pugh, Mr. Thomas Watkins, son of Mr. Thomas Watkins, Shipbuilder, to Sophia, second daughter of Mr. Edward Jenkins, Glover, both of this town

The Aberystwith Observer 8th September 1866

PETTY SESSIONS, ABERYSTWYTH. Tuesday, 4th September, 1866. Before John Davies, Esq., mayor, and Richard Roberts, Esq.

THREATENING LANGUAGE. Thomas Watkins, ship carpenter, was charged by the complainant, Catherine Isaac, with calling her abusive names and with placing her in bodily fear. The defendant was bound over in the sum of £5 to keep the peace for six months.

The Aberystwith Observer 7th February 1885

AN ABERYSTWYTH MAN KILLED AT ABERDARE. A man named John Watkins, a resident of Cardiff, who was employed on the Taff Vale Railway, was found on the line at Aberdare Junction in a dying state by John Baker, signalman, about half-past seven o'clock on Saturday night. It is supposed that he was walking on the line and was knocked down by a passing train. He was taken in a train to the Junction Hotel, but died before he reached there. The deceased was a native of Aberystwyth, and son of Mr Thomas Watkins, ship carpenter, Vulcan-street, in this town.

The Aberystwith Observer 22nd May 1886

A SHIPPING CASE. William Morris, v. Cambrian Mutual Marine Insurance Company.-This was a claim for £50, the cost of repairs done to a vessel called the Beatrice, the allegation being that the defendant society was liable

During the evidence;

Thomas Watkins, sworn, said: I am a master shipbuilder. I have for many years been giving tenders in to insurance clubs for repairing vessels. I tendered for £46 10s to repair this vessel, and I afterwards assisted in the work. My tender was very low, as wages were very little at the time. In order to repair the ship it was necessary to haul her up to the land, and also to block her. £1 6s was a fair price for blocks, and £1 for two carpenters, &c., for assisting was also fair. Mr William Morris recalled, said he made enquiries for a piece of timber for the keel, and it was not procurable, and he had to pay £1 5s for posting to Hafod to get it. John Jones said he was a captain, living at Tymawr, Borth. He was a shipowner, and had considerable experience in surveying ships damaged by stress of weather, &c. He had been through the items in the bill of particulars, and he considered them all very reasonable, and all were necessary for the repair of this vessel.

The Aberystwith Observer 18th October 1890

WATKINS.-Oct. 10th, at Vulcan-street, Margaret Watkins, aged 76 years, wife of Mr Thomas Watkins, shipbuilder.

The Aberystwith Observer 25th October 1890

FUNERALS.—On Tuesday of last week there were four funerals in this town, all of which were largely attended.—The remains of Mrs Watkins, wife of Mr Thomas Watkins, shipwright, were laid to rest in the cemetery.

MEMORIALS AT LLANBADARN FAWR CHURCH ABERYSTWYTH

G108

In loving memory of Margaret, wife of Thomas Watkins of Aberystwyth, Ship builder, who died October 9 1890, aged 76 years. Also the above named Thomas Watkins, who died August 22 1892, aged 77 years.



Fig. 3 Ship building Aberystwith 1870

Aberystwyth Lifeboat

Following collections in the town, a small lifeboat was purchased in 1843 and placed under the control of the Harbour Master. It was a small craft, 27ft long, with oars, and was housed in a boathouse near the harbour. No record exists regarding the number of services this lifeboat carried out

In February 1861, a public meeting was held to establish a branch of the RNLI. Rev John Williams was appointed Honorary Secretary. A ten oared double-banked lifeboat, on the self-righting principle, was sent to station in October 1861, complete with transporting carriage and complete equipment. The inaugural launch of the RNLB Evelyn Wood took place in early November 1861.

TERMS :—RELA

PORT OF ABERYSTWITH.

To be Sold by Auction, BY MR. COLLINS,

On *FRIDAY* next, *APRIL* 12th, 1861,

At 3 o'Clock precisely,

ALL that **BOAT**, formerly built as a Life-Boat for this town, with her **OARS** and **GEAR**, now about to be replaced by one supplied by the National Life-Boat Institution.

The Boat is in good condition, and well adapted for a Pleasure or Fishing Boat. Its original cost was upwards of £120. It may be seen any day on application to the Harbour Master.

DAVID CRIFEITHS

On the night of 25th/26th October 1859 a severe and slow moving storm struck the British Isles. It was considered to be the most severe storm to hit the Irish Sea in the 19th century. The storm depression was first noted in the Bay of Biscay near Cape Finisterre on 24th - 25th. The centre progressed northwards over Britain from Cornwall to the Yorkshire Coast and the strongest winds in the system developed as a rather narrow stream from the N or NNE over the Irish Sea. The winds reached hurricane force 12 on the Beaufort Scale and were estimated at well over 100mph. Wind speeds recorded in the Mersey were higher than any previously recorded.

The Royal Charter Gale and the world's first National Forecasting Service

The storm took 800 lives and 133 ships with a further 90 badly damaged. Twice as many people were lost at sea around the British Isles than in the whole of 1858. The most famous ship to founder during the night was the steam clipper Royal Charter, which foundered on the north coast of Anglesey. The ship was on

the last leg of her two month journey from Melbourne to Liverpool. She was one of the fastest and most famous emigrant ships operating during the years of the Australian Gold Rush and could carry up to 600 passengers and some cargo.

The wreck gained much coverage in the national press and focused attention on the need for storm warnings to reduce further such losses. Robert FitzRoy, founder of the fledgling Meteorological Office, which had been collecting observations from around the British coastline since 1854, believed that his department could provide such a service. He produced a detailed report with charts to prove that the storm could have been tracked and its path predicted. Through his analyses of the Royal Charter and other storms FitzRoy demonstrated the validity of his models and proposed a national storm warning system. There was much doubt amongst the scientific establishment that the weather could be predicted in any meaningful way but the government permitted FitzRoy to test his new science of weather forecasting and to establish a Storm Warning service.

On 1st September 1860 weather reports began to be collected at the Meteorological Office in London via electric telegraph and on the 5th February 1861 the first storm warning was issued. This used a combination of cones and drums hoisted on a staff to warn ships both in harbour and along the coast of an approaching gale. On the Tyne the warning was disregarded and many lives were lost however the accuracy of the warning meant that further warnings were heeded and the scheme was widely popular. FitzRoy became a hero to many in the maritime community, including the RNLI. He also produced a guide to assist with interpreting changes in the barometer, this was especially useful to fishermen operating from smaller ports without access to warning signals.

After the death of Fitzroy in 1865 the storm warning service was discontinued due to the ongoing debate about its scientific accuracy but the inevitable increased loss of life caused a public outcry and a campaign in press and in parliament saw the restoration of storm warnings in 1867. The service continues to this day and is now known as the iconic Shipping Forecast.

In 2002 sea area Finisterre was renamed FitzRoy – after Robert FitzRoy, the first professional weather forecaster, captain of HMS Beagle and founder of the Met Office.

7.0 Analysis

I wondered why Coflein described the gale as the Royal Charter gale until I saw the Royal Charter was lost in Red Wharf Bay with the loss of 459 lives. That is the headline but the majority of vessels lost were smacks and schooners, the smaller vessels unable to survive in a hurricane.

'Dandy' rigged, means a smack which is a two-masted ketch or yawl where the mizzen sail is one-third the size of the main sail rather than the normal half size. To make sail handling easier and thus minimise the number of crew required, the main boom was shortened and there were different headsails. A Dandy rig is where a large mainsail was cut down for ease of handling and a small mizzen mast was stepped far aft to re-establish sail balance.

The explosion on Margaret Lloyd when a sailor threw a pipe into the hold, probably after he had broken the clay pipe, illustrates the dangers of the gases given off by coal even outside the colliery.

The crew of the Margaret Lloyd included William Lloyd and his eldest son also William but the other two crew members are unknown.

The letter from Rowland Evans suggests he had a financial interest in the Margaret Lloyd as he held the receipts for the sailing lamps on the vessel. A Rowlands Evans was a mortgagee of the Claudia, another vessel of the town lost the in the same storm.

The masts of the Margaret Lloyd were reported to be "sticking out of the water" but no records of salvage survive on line and she was not repaired and reused.

Thomas Watkins was a lower volume ship builder in Aberystwyth being described as a ships carpenter, shipwright of Shipbuilder in newspaper reports. I used the dates to ensure I was reporting on the same man as his son was also Thomas Watkins and probably his father. He seemed to work more repairing rather than building vessels and did not advertise. The Margaret Lloyd was only 52 tons so a suitable size for a builder operating on a smaller scale.

The loss of the Margaret Lloyd and other vessels who were unable to enter Aberystwyth harbour in the Storm due to the guiding lights being unlit caused great resentment in Aberystwyth. This forced the Harbour trustees to hold an inquiry which led to the dismissal of the harbour master, an elderly man who would in modern times have retired but in 1859 no pensions were available.

The pier head light was also replaced in January 1860 suggesting the old light was not fit for its purpose.

The pier head and leading lights at a port enable a vessel's master to a line his track through the water with the safe entrance to the harbour. This is required because the sea is moving with the tide carrying the vessel left or right away from the safe channel and the effects of any wind also carry a vessel away from the channel. The are marks positioned in line but some distance apart to show lateral movement, the marks are held in line and lateral movement causes them to separate, the direction they separate also indicates the direction to steer to return to the channel. It is impossible to follow a channel with any tide running or in any wind causing leeway without the marks. All harbours with tides have daylight and night leading marks to enable vessels to enter and leave safely and harbours with entrance passages channel's that turn have numerous marks. The marks are used on leaving a port by looking behind and keeping them in line.

The Harbours of Refuge argument went on without result in Wales, and Liverpool shipowners resorted to employing steam tugs to tow their sailing vessels from the western approaches to Liverpool and return, until steam vessels were able to make voyages to India, Africa and the America's. A RNLI Lifeboat was also positioned at Aberystwyth in 1861 after public subscription and the existing boat sold.

The Royal Charter storm was the catalyst for some safety improvements but not for the Government of the day to take real action. The start of the publication of storm warnings was the only national reaction and that was caused by campaigns in newspapers and proved its worth after many lives were lost on the Tyne after it was ignored. The scientific establishment did not like it and it paused after Roberts Fitzroy's death but was reinstated by public demand two years later.

The observation that the money paid for the loss of a vessel probably went to clear the debts of the vessel and not to support the bereaved families is a sobering thought. The events leading to the loss of the Margaret Lloyd would today certainly today lead to a criminal prosecution and a civil claim against the Harbour Trustees.

The BNA provided most of the records of voyages and events affecting the Margaret Lloyd with the WNL providing the rest. Google searches provided the remaining information with the Royal Charter Storm generating a number of records for vessels lost with www.peoplescollection.wales providing details and offering teaching materials.

8.0 Conclusions & Recommendations

I have spent about 30 hours on this project with about 95% of that time spent on line.

I had some difficulty again with grandfather's, son's and grandson's having the same name but by using the dates managed to separate them as there was little overlap.

The Margaret Lloyd has no known wreck site and no record of salvage, although the area she was lost is identified. She is however a small vessel in an area with strong currents.

The project has answered most of my original questions except for details of William Lloyd's life except that associated with Margaret Lloyd and the crew. The recording of sailings and arrivals of a small vessel like Margaret Lloyd seems to have been missed often by the newspapers of the time.

The Story of the loss of Margaret Lloyd and details about her are on the Coflein site and Peoplescollection web site but no further details of her voyages or mishaps.

The Margaret Lloyd is one of nearly fifty ships lost in the Storm in Wales alone, and the storm and the vessels lost have many articles on line and other publications. The story of Margaret Lloyd is not sufficiently different to merit another publication further to that already exists.

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Appendices:

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

5	—Dundas S	G Tullock	363	Sndrlnd	1853	Wight & S	Sndrlnd	Sld.	8	A	1
			373								53
6	—Elizabeth	J. Roberts	44	Cnw’y	1853	W. Jones	B’maris	BmsCoaster	6	A	1
	I. B.			O&RP.							53
7	—Evans Sr	W. James	73	Abryst	1851	J. Evans	Abryst	Abs.	12	A	1
	pt I. B.										51
8	—Gibson Bg	Robinson	148	Hull	1844	Lamport	Wrkntn	Liv. Acaj’tta	12	A	1
	r. & YM. 50			len. 50							50
9	—Jane Sr	G. Banner	64	Milfrd	1851	M Roberts	Milford	Mil.	12	A	1
	pt I. B.										51
170	—	E. Ellis	119	Pwlhli	1850	Jones & Co	Pwlheli	BmsCoaster	12	A	1
	Sr										50
1	—John Sr	J. Nutt	127	Cardiff	1839	Gardam &	Hull	Hul London	11	A	1
	Z. 52 pt I. B.			Drp. 48	Srprs 50			Cont. 50—	4		52
2	—Jones Sr	T. Jones	79	PtMdc	1854	Jones & Co	Abryst	Pmd. Coastr	8	A	1
	I. B.										4
3	—Lang Sk	M. Intosh	47	Dmbtn	1845	Sawers & c	Dunbar	Dun. Nwstl	5	Æ	1
	I. B.			O. & P.							53
4	—Littlejohn Bg	R Sampsn	138	Abrdn	1836	C. Smith					51
			132								
175	—Lloyd Sk	W. Lloyd	52	Abryst	1854	W. Lloyd	Abryst	AbsCoaster	6	A	1
	I. B.			O&RP.	pt O. M.						3



175 Margaret Lloyd a smack, master W. Lloyd, 52 tons, built in Aberystwith in 1854 using iron bolts, part old timbers or plank, Oak and red pine, owned by W. Lloyd, registered at Aberystwith, surveyed at Aberystwith in March 1854 and classified A1 for 6 years, sailing from Aberystwith as a coaster.

1855, 1856, 1857, 1858, 1859 No changes

1860 marked lost

Appendix B – The Timeline for the *Margaret Lloyd*

1854

March 19 1854 Aberystwith sailed Margaret Lloyd, Lloyd for Llanelly

March 24 1854 Llanelly sailed Margaret Lloyd, Lloyd for Dundalk

March 30 1854 Aberystwith sailed Margaret Lloyd, Lloyd

April 5 1854 Whitehaven arrived Margaret Lloyd, Lloyd from Dundalk

April 8 1854 Whitehaven sailed Margaret Lloyd, Lloyd for Newport

June 8 1854 Port Penryn, Bangor arrived Margaret Lloyd, Lloyd

June 29 1854 Port Penryn, Bangor cleared out Margaret Lloyd, Lloyd – slates

July 5 1854 Ardrossan arrived Margaret Lloyd, Lloyd from Londonderry

July 12 1854 Newport arrived Margaret Lloyd, Lloyd from Ardrossan

July 20 1854 Newport sailed Margaret Lloyd, Lloyd for Pentewan

August 7 1854 Aberystwith sailed Margaret Lloyd, Lloyd for Llanelly

August 12 1854 Runcorn arrived Margaret Lloyd, Lloyd from Pentewan

August 21 1854 Runcorn sailed Margaret Lloyd, Lloyd for Londonderry

w/e September 5 1854 Londonderry arrived Margaret Lloyd, Lloyd from Runcorn
- sundries

September 22 1854 Ardrossan sailed Margaret Lloyd, Lloyd for Liverpool

October 6 1854 Aberystwith sailed Margaret Lloyd, Lloyd for Cork

October 22 1854 Queenstown sailed Margaret Lloyd, Lloyd for Gloucester-oats

October 27 1854 Gloucester arrived Margaret Lloyd, Lloyd from Cork

November 21 1854 Newry arrived Margaret Lloyd, Lloyd from Gloucester

December 1 1854 Newry sailed Margaret Lloyd, Lloyd for Aberystwith– ballast

1855

February 21 1855 Aberystwith sailed Margaret Lloyd, Lloyd for

April 2 1855 Barrow arrived Margaret Lloyd, Lloyd from Runcorn

April 2 1855 Barrow sailed Margaret Lloyd for Neath

May 26 1855 Caen sailed Margaret Lloyd, Lloyd for Belfast

June 8 1855 Belfast arrived Margaret Lloyd, Lloyd from Caen – building stone

June 20 1855 Belfast sailed Margaret Lloyd, Lloyd for Barrow

June 21 1855 Ardrossan arrived Margaret Lloyd, Lloyd from Belfast

June 22 1855 Ardrossan sailed Margaret Lloyd, Lloyd for Morecombe

June 28 1855 Barrow arrived Margaret Lloyd, Lloyd from Morecombe

June 29 1855 Barrow sailed Margaret Lloyd, Lloyd for Newport

July 10 1855 Newport arrived Margaret Lloyd, Lloyd from Barrow

July 19 1855 Newport arrived Margaret Lloyd, Lloyd from Barrow – iron ore

October 10 1855 Aberystwith sailed Margaret Lloyd for Bristol

October 25 1855 Aberystwith sailed Margaret Lloyd

October 31 1855 Aberystwith sailed Margaret Lloyd, Lloyd for Bristol

1856

June 4 1856 Aberystwith arrived Margaret Lloyd, Lloyd from Bristol

July 11 1856 Dublin sailed Margaret Lloyd, Lloyd for Newport

September 11 1856 Port Penrhyn arrived Margaret Lloyd, Lloyd

October 2 1856 Port Penryn, Bangor cleared out Margaret Lloyd, Lloyd – slates

November 14 1855 Queenstown sailed Margaret Lloyd, Lloyd for Chester

November 18 1856 Charlestown, Cornwall arrived Margaret Lloyd, Lloyd from

- Cork- oats

December 17 1856 Aberystwith arrived Margaret Lloyd, Lloyd from Charlestown

1857

January 19 1857 Aberystwith ready to sail Margaret Lloyd

February 20 1857 Liverpool sailed Margaret Lloyd for Aberystwith

June 10 1857 Liverpool arrived Margaret Lloyd from Galway

June 25 1857 Liverpool entered for loading for Dunkirk

July 2 1857 Liverpool entered outwards Margaret Lloyd 52, Lloyd for Dunkirk

- Cram

July 4 1857 Liverpool sailed Margaret Lloyd for Dunkirk

July 23 1857 Dunkirk arrived Margaret Lloyd, Lloyd from Liverpool

August 6 1857 Shields arrived Margaret Lloyd, Lloyd from Dunkirk

September 16 1857 Charlestown sailed Margaret Lloyd, Lloyd for Runcorn

September 24 1857 Runcorn arrived Margaret Lloyd, Lloyd

1858

March 11 1858 Aberystwith sailed Margaret Lloyd, Lloyd

May 25 1858 Southampton Margaret Lloyd from Llanelly discharging coals

May 27 1858 Southampton sailed Margaret Lloyd, Lloyd for Aberystwith

May 29 1858 Yarmouth IW arrived Margaret Lloyd, Lloyd seeking

June 1 1858 Poole arrived Margaret Lloyd, Lloyd

June 8 1858 Poole sailed Margaret Lloyd, Lloyd for Port Talbot

August 7 1858 Aberystwith sailed Margaret Lloyd, Lloyd for Llanelly

October 22 1858 Crookhaven put in smack Margaret Lloyd of Aberystwith from
- Tralee for Gloucester oats

w/e October 29 1858 Tralee sailed Margaret Lloyd for Liverpool – oats and barley

w/e November 5 1858 Tralee sailed Margaret Lloyd for Liverpool

w/e November 5 1858 Gloucester arrived Margaret Lloyd, Lloyd of Aberystwith
- from Tralee 506 qrts oats J and C Sturge

w/e November 20 1858 Gloucester sailed Margaret Lloyd for Dublin

December 8 1858 Dublin arrived Margaret Lloyd, Lloyd from Gloucester – casks

December 17 1858 Dublin cleared outwards Margaret Lloyd, Lloyd for Bristol

1859

January 4 1859 Pill & Kingroad arrived Margaret Lloyd from Dublin

February 4 1859 Pill & Kingroad sailed Margaret Lloyd for Aberystwith

February 24 1859 Aberystwith arrived Margaret Lloyd, Lloyd

April 14 1859 Aberystwith sailed Margaret Lloyd, Lloyd

May 8 1859 Cowes arrived Margaret Lloyd, Lloyd from Swansea

May 8 1859 Southampton arrived Margaret Lloyd, Lloyd from Swansea

July 17 1859 Tralee sailed Margaret Lloyd, Lloyd for Preston – oats

September 22 1859 Aberystwith arrived Margaret Lloyd, Lloyd

September 28 1859 Pill & Kingroad arrived and passed to Bristol Margaret Lloyd
- from Port Talbot

October 25 1859 Portmadoc sailed Margaret Lloyd, Lloyd

October 25 1859 off Cardigan Island sunk Margaret Lloyd, Lloyd

Appendix C Port Registration for Margaret Lloyd

No. 1534 Port of Aberystwith dated 6th March 1857

Name Margaret Lloyd Barthen 52 ²²⁸⁹/₃₅₇₀ Tons the said William Lloyd Master

When and where built or condemned } Built at Aberystwith aforesaid in the Year one Thousand Eight Hundred
 as Prize, referring to Builder's Certificate, } and Fifty four as appears by the Certificate of Thomas
 Judge's Certificate, or last Registry } Builder dated the 1st day of March 1857.

Name and Employment of Surveying Officer N Hammond the Surveying Officer at this Port

Deck, Two Masts, length _____ feet _____ inches Breadth, taken _____ feet _____ inches

feet _____ inches, Height between Decks _____ feet _____ inches or Depth in Hold, _____ feet _____ inches

Bowsprit _____ sterned, _____ built, _____ Galleries, _____

Admeasured Meas. No. 8154 Report of June 1855

NEW FORM.

One Deck, _____ Masts, that her length from the inner part of the Main Stem to the fore part of the Stern Post aloft is _____ Feet _____ Tenths, her Breadth in Midships is _____ Feet _____ Tenths, her Depth in hold at Midships is _____ Feet _____ Tenths, that she is Dandy Snack Rigged with a Running Bow-sprit, is Square Sterned Carvel Built, _____ Galleries, _____ Head, and that the Framework and Planking ~~is of~~ is of Wood and that she is a Sailing Vessel

(signed) W Brans Coller
N Hammond

Subscribing Owners.	Shares.
<u>William Lloyd the Younger of Aberystwith in the County of Cardigan Master Mariner</u>	<u>Sixty four</u> <u>64</u>
(signed) <u>W Brans Coller</u> <u>N Hammond</u>	
Other Owners.	
<u>Registry closed 19th April 1860</u>	
<u>Vessel lost off Cardigan head 26 October 1859</u>	
<u>Certificate lost with vessel 4 crew lost</u>	
<u>B.T. Caender Registrar</u>	

Appendix E Locations of Ports & Cargo explanation

Ardrossan is a town on the North Ayrshire coast in southwestern Scotland.. Ardrossan is located on the east shore of the Firth of Clyde.

Caen is a port city and capital of Calvados department in northern France's Normandy region, connect to the English Channel by a ship canal completed in 1857.

Cardigan Island is a small, uninhabited island lying north of Cardigan, in Ceredigion, south-west Wales

Charlestown is a village and port on the south coast of Cornwall, in St Austell Bay. It is situated approximately 2 miles south east of St Austell . The port at Charlestown developed in the late-18th century from the fishing village of West Polmear

Crookhaven is a village in County Cork, Ireland, on the most southwestern tip of the island of Ireland.

Pentewan is a coastal village and former port in south Cornwall, England,. It is situated 3 miles south of St Austell

Pill and Kingroad harbour, the town was traditionally the residence of pilots, who would guide boats up the Avon Gorge, between the Bristol Channel and the Port of Bristol.

Port Penrhyn lies at the east end of the Menai Strait that separates Anglesey from mainland Wales, adjacent to the town of Bangor, and was the main shipping point for Penrhyn slate from the late eighteenth century to the twentieth.

Cobh known from 1849 until 1920 as **Queenstown**, is a seaport town on the south coast of County Cork, Ireland. Cobh is on the south side of Great Island in Cork Harbour. Known as Cove of Cork before Queen Victoria's visit in 1849 when it was renamed.

Shields north and south is the port 7 miles from Newcastle

Cargo

Freestones a fine-grained stone which can be cut easily in any direction, in particular a type of sandstone or limestone.

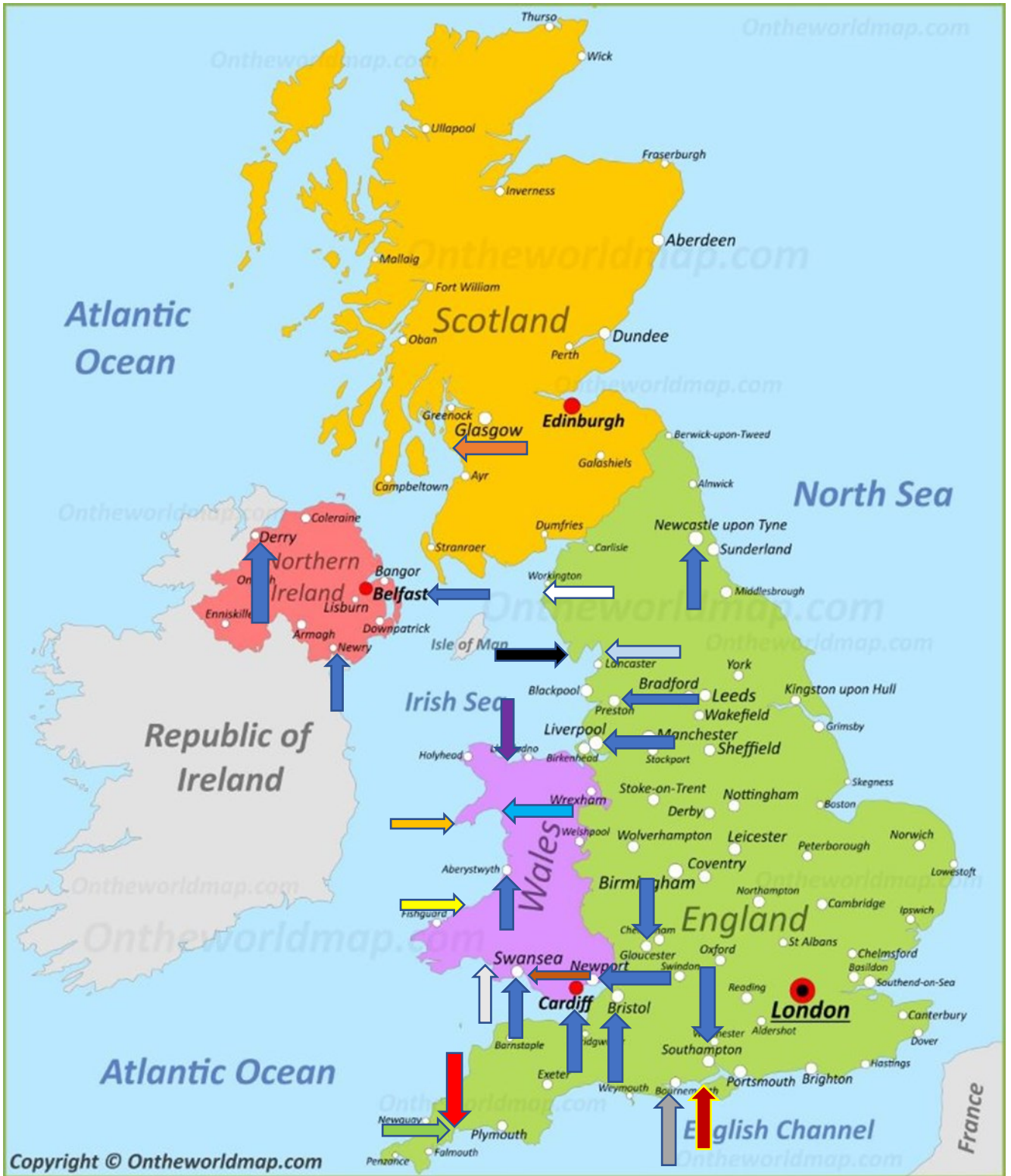


Fig. 4 Map of United Kingdom

- Whitehaven, Barrow, Ardressan, Poole, St Tudwall's
- Cardigan, Yarmouth, Charlestown, Pentewan,
- Pothmadoc, Bangor, Llanelly, Port Talbot, Morecombe



Map of Ireland

→ Crookhaven,



Map Northern France & Britain

→ Dunkirk, → Cowes,