

**Welsh Wreck Web Research Project  
(North Cardigan Bay)**

**On-line research into the wreck of the:**

***Moringen***



Source:

Report compiled by:

Richard Evans

Report Title:

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

Compiled by:

**Richard Evans**  
[richlesa@aol.com](mailto:richlesa@aol.com)

On behalf of:

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

Managed by:

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

Date:

**June 2020**

Report Ref:

## **1.0 Abstract**

The Moringen was a Norwegian brig carrying cut timber from Norway to Aberdyfi in June 1897. It tried to enter the estuary in heavy seas and got carried onto the sand bar where it was grounded and smashed by the waves.

All the crew were rescued by the Aberdyfi lifeboat and given food and shelter in the village, the lifeboat crew were given a dinner to thank them.

## 2.0 Index

<b>2.1</b>	<b>Table of Contents</b>	<b>Page No.</b>
<b>1.0</b>	<b>Abstract</b> -----	3
<b>2.0</b>	<b>Index</b> -----	4
	2.1 Table of Contents	4
<b>3.0</b>	<b>Introduction</b> -----	?
<b>4.0</b>	<b>Background</b> -----	?
<b>5.0</b>	<b>Research Methodology</b> -----	?
<b>6.0</b>	<b>Results</b> -----	?
<b>7.0</b>	<b>Analysis</b> -----	?
<b>8.0</b>	<b>Conclusions &amp; Recommendations</b> -----	?
<b>9.0</b>	<b>References</b> -----	?

### Appendix:

**Photographs of presumed wreckage of the Moringen**

### 3.0 Introduction

#### **Dimensions- Information from Petter Malmstein's sailing ship register, Norwegian Maritime Museum, Norway, 28.10.2016**

- Moringen, Norwegian brig built in Trondheim, Norway in 1853  
Wooden construction  
Tonnage: 212 tons gross, 203 tons net  
Dimensions: 90 feet long, 23.7 feet wide  
Draft: 12.5 feet  
<https://kulturnav.org/ee0449a5-814c-4574-818a-555ec587cef8>  
<https://digitaltmuseum.org/021176796367/moringen-1853>

#### **Historical data**

- Registered office:  
Trondheim 1853-1887  
Horten 1891  
Drammen 1897
- Master:  
A. Christensen 1889  
L. Bergstrom 1897
- Owner  
Jacob Larsen 1887  
A Christensen 1889  
Lars Bergstrom 1897  
<https://kulturnav.org/ee0449a5-814c-4574-818a-555ec587cef8>  
<https://digitaltmuseum.org/021176796367/moringen-1853>
- Last owner and master, Lars Bergstrom born 1859 in Riga (now in Latvia, then Russian Empire), a former master of the Russian navy in Riga. Lived at Apartment 3, 1<sup>st</sup> floor, 0013 Arbogade, Drammen, Norway. Married with five children. (1891 and 1900 census records)  
<https://www.digitalarkivet.no/en/census/person/pf01037106018990>

## Events leading up to the shipwreck

In 1897 the Moringen was carrying a load of planed cut timber from Drammen, Norway to Aberdyfi Merionethshire for a Mr. W. Jones of Newtown, Montgomeryshire, according to the Weekly News:

<https://newspapers.library.wales/view/3370973/3370980>

Or/and for a Messers Williams and Co. Newtown Montgomeryshire according to the Cambrian News:

<https://newspapers.library.wales/view/3315601/3315607/26/Moringen>

The cargo was insured for £200 but valued at £400

<https://coflein.gov.uk/en/site/272432/details/moringen>

The passage usually took 14 days

<https://newspapers.library.wales/view/3315601/3315607/26/Moringen>

v/site/272432/details/moringen

© Copyright and database right 2020. All rights reserved. Ordnance Survey licence number 0100022206

**NPRN** 272432

**Map Reference** SN69SW

**Grid Reference** SN60819482

**Unitary (Local) Authority** Maritime

**Old County** Maritime

**Community** Maritime

**Type of Site** WRECK

**Broad Class** MARITIME

**Period** Post Medieval

**Site Description** In 1970, ship timbers were reported at this location and in the late winter/early spring of 2008 shifting sands uncovered a windlass.

**Event and Historical Information:**

The MORINGEN was a 217ton, wooden brig built in 1862 and registered at Drammen, Norway. At time of loss, the vessel was owned and captained by L Bergstrom of Drammen. When it was lost, the brig was carrying a cargo of timber, mostly in the form of deals and battens; some of which was stowed as deck cargo. The brig has arrived off Aberdyfi on the 15 June 1877 and had to wait for the tide to cross the Dyfi bar. By the next day, when the crossing was attempted, a north-westerly force 8 gale had blown up whipping up heavy seas. The brig was pushed to the south side of the Dyfi channel and begin to bump along the shallows. This displaced the rudder which was then carried away. The crew cut the backstays of the standing rigging to ease the strain on the hull, but by this time the brig was listing heavily to starboard. The deck cargo soon broke free. Then the keel and sternpost were carried away. The Aberdyfi lifeboat was called out and rescued the six man crew, but the brig became a total wreck. It was insured for £200, but was valued at £400.

Sources include:

Board of Trade Wreck Return 1897 Appendix C Table 1 pg147 (585)

Larn and Larn Shipwreck Database 2002

Troughton, W, 2007 Ceredigion Shipwrecks, pg96

Maritime Officer, RCAHMW, May 2008.

<https://coflein.gov.uk/en/site/272432/details/moringen>

- The date the ship was built in the Coflein article above differs from the Norwegian archives (1853 and 1862) but it is obviously the same ship as it has the same master and was wrecked on the same day in both sources.

## What caused the wrecking?

- According to the Weekly Mail, the ship went ashore on the Moelynys sand banks, which lie to the bar on the south of the Dyfi estuary whilst making for Aberdyfi. There was a heavy gale blowing at the time in the morning of the 16<sup>th</sup> June 1897.  
<https://newspapers.library.wales/view/3370973/3370980>
- According to the Cambrian News, a brig was observed sailing close to the shore on the north side of the bar attempting to enter the harbour in heavy seas landing on the south side of the estuary.  
<https://newspapers.library.wales/view/3315601/3315607/26/Moringen>
- Moringen of Drammen, Norway, timber laden was stranded in a NNW gale and heavy seas on the 16<sup>th</sup> June.  
<https://rnliarchive.blob.core.windows.net/media/1178/0187.pdf>
- The Morigen arrived at Aberdyfi on the 15<sup>th</sup> June 1897 and waited for the high tide to cross the bar. Gale force 8 winds the next day pushed the boat south, and the shallows displaced the rudder which was then carried away. The crew cut the backstays of rigging but the boat still listed to starboard. The deck cargo broke free and the keel and the sternpost were carried away.  
<https://coflein.gov.uk/en/site/272432/details/moringen>

## Events after the wreck

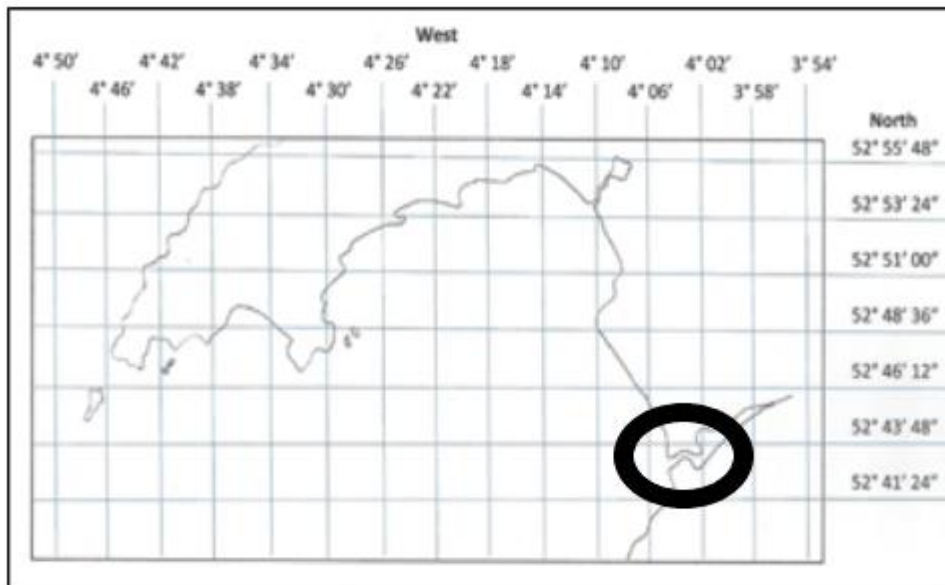
- On the 16<sup>th</sup> June 1897 a large crowd of people were watching the Moringen come into the harbour in the heavy seas, from the hills around Aberdyfi and the pier. The Aberdyfi lifeboat coxswain a Mr J. Bell gave orders to fire the rocket signal and within seventeen minutes the lifeboat was in the water heading for the Moringen which by now was aground and being battered by the strong winds and waves. The lifeboat anchored to the north of the ship and made three attempts to attach a rope from the jib-boom along which the captain and his crew slipped.  
<https://newspapers.library.wales/view/3315601/3315607/26/Moringen>
- Coxswain J. Bell and his crew made three attempts to board the Moringen eventually getting a rope to the wreck along which the mariners slid into the lifeboat.  
<https://historypoints.org/index.php?page=aberdyfi-lifeboat-station>
- The lifeboat Thomas Niccolls Stratford was launched, anchored near the vessel attempting to reach her but wind and rain carried the boat three times past her. The men had a hard pull and communicated with the ship. Success at last as the last line

attached to the jib-boom and rescues the crew of six. The lifeboat crew were given an extra reward.

<https://rnliarchive.blob.core.windows.net/media/1178/0187.pdf>

- The lifeboat returned to the harbour under sail about noon, landing on the beach by the Dovey Hotel to huge cheers from the watching crowds. Then the captain and his crew were taken to a boarding house to be fed and made comfortable by the Shipwrecked Mariners Society. The vessel becoming a total wreck.  
<https://newspapers.library.wales/view/3315601/3315607/26/Moringen>
- The lifeboat crew were treated to a dinner in appreciation of the rescue of six men from the Norwegian brig Moringen. John Price one of the rescuers died aged 72 during a lifeboat rescue the following year.  
<https://historypoints.org/index.php?page=aberdyfi-lifeboat-station>
- About 2pm the Aberystwyth lifeboat appeared outside the bar.

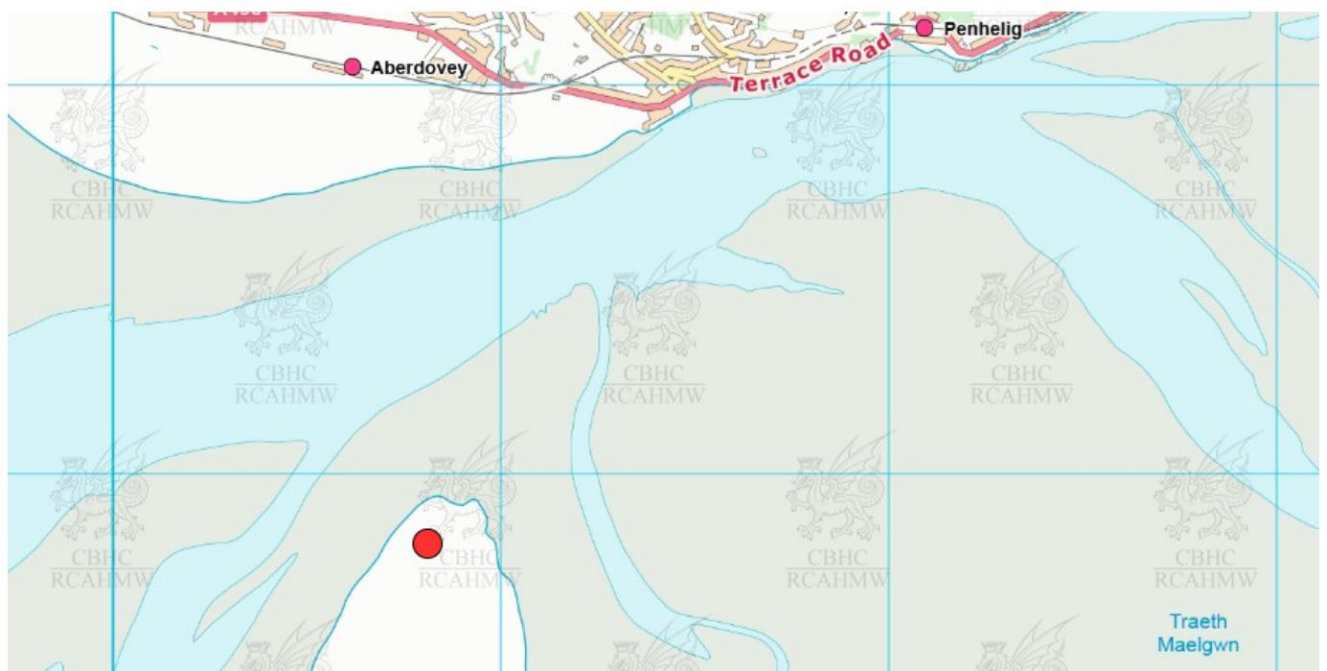
## 4.0 Background



e/272432/details/moringen



Site Details



© Copyright and database right 2020. All rights reserved. Ordnance Survey licence number 0100022206

## 5.0 Research Methodology

This research was conducted online in May 2020 under lockdown in Moscow using a dell laptop and the internet.

The websites given by MADU were used to start and information within those websites led to more focussed searching using google search engine and translation from Norwegian where needed.

## 6.0 Results

Vessel	Name	Moringen	
	Type	Brig.	
Built	Date	Trondheim, Norway, 1853	
Construction	Materials	Wood.	
Propulsion	Type	Sailing ship	
Dimensions	Length	90 ft	
	Beam	23.7 ft	
	Draught	12.5 ft	
Tonnage	Gross	212 tons	
	Net	203 tons	
Owner		Jacob Larsen, 1887	
		A Christensen, 1891	
	Last	Lars Bergstrom, 1897	
		0013, Arbogade, Drammen, Norway	
Registry	Port	Trondheim, Norway, 1853-1887	
	Port	Horten, Norway, 1891	
	Port	Drammen, Norway, 1897	
Final Voyage	From	Drammen, Norway	
	To	Aberdovey	

	Captain	Lars Bergstrom
	Crew	Six men
	Passengers	None
	Cargo	Cut and planed wood (planks)
Wrecking	Date	16 June, 1897
	Location	Moelynys sand banks, Ynyslas, Ceredigion
	Cause	Stranded on sandbanks
	Loss of life	None
	Outcome	Total Loss of ship, wreckage can still be seen

## 7.0 Analysis

## 8.0 Conclusions & Recommendations

## 9.0 References

All websites were last accessed on 10/06/2020

Norwegian maritime archives

<https://kulturnav.org/ee0449a5-814c-4574-818a-555ec587cef8>

<https://digitaltmuseum.org/021176796367/moringen-1853>

Norwegian census records

<https://www.digitalarkivet.no/en/census/person/pf01037106018990>

The Weekly News, 19<sup>th</sup> June 1897

<https://newspapers.library.wales/view/3370973/3370980>

The Cambrian News and Welsh Farmer's Gazette, 18<sup>th</sup> June 1897

<https://newspapers.library.wales/view/3315601/3315607/26/Moringen>

Royal Commission on the Ancient and Historical Monuments of Wales YNYSLAS  
NATURE RESERVE: ABERDYFI ESTUARY Non Intrusive Survey, Crown copyright,  
2012

[http://orapweb.rcahms.gov.uk/coflein/R/RCSR\\_2014\\_002.pdf](http://orapweb.rcahms.gov.uk/coflein/R/RCSR_2014_002.pdf)

**Coflein**, The online catalogue of archaeology, buildings, industrial and maritime heritage in Wales

<https://coflein.gov.uk/en/site/272432/details/moringen>

History points, Welsh history of Aberdyfi lifeboat station

<https://historypoints.org/index.php?page=aberdyfi-lifeboat-station>

The Lifeboat Journal 1<sup>st</sup> February 1898

<https://rnlarchive.blob.core.windows.net/media/1178/0187.pdf>

## **Appendices:**

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

**Appendix A** – Figure 7: windlass possibly from the Brig MORINGEN (images courtesy Robin Ellis, Aberystwyth Civic Society and Nick Cooke, Wessex Archaeology)(NPRN 272432)



**Source:** [http://orapweb.rcahms.gov.uk/coflein/R/RCSR\\_2014\\_002.pdf](http://orapweb.rcahms.gov.uk/coflein/R/RCSR_2014_002.pdf) accessed 10/6/2020

The Aberdyfi Bar has played a significant role in the vast majority of other recorded shipping losses in the estuary, the MORINGEN being one example. This vessel was a 217ton, wooden brig built in 1862 and owned and captained by L Bergstrom of Drammen. It was carrying a cargo of timber, mostly in the form of deals and battens, some of which was stowed as deck cargo. The brig had arrived off Aberdyfi on the 15 June 1877 and had to wait for the tide to be high enough to cross the Dyfi bar. By the next day, when the crossing was attempted, a north-westerly force 8 gale had blown up whipping up heavy seas. The brig was pushed to the south side of the Dyfi channel and began to bump along the shallows. The Aberdyfi lifeboat was called out and rescued the six man crew, but the brig itself became a total wreck. The remains of a windlass, which may be from this wreck, are periodically uncovered (NPRN 272432) (figure 5).