



Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the wreck of the

‘PETER VARKEVISSER’



St. Tudwal Island West, along with St. Tudwal Island East, provides some shelter from bad weather. However, this was insufficient to prevent the foundering of the ‘Peter Varkevisser’ in January, 1895.

Report Title: *Welsh Wreck Web Research Project (North Cardigan Bay)*

On-line and practical research into the foundering of the ketch:

PETER VARKEVISSER,

at Abersoch, her subsequent re-floating, and of her sinking by collision off Land's End.

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1.0 Abstract

The Malvern Archaeological Diving Unit (MADU) currently has a database of 453 shipwrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from 1590 to 1993 and very few have been investigated in any depth!

The author of this report is an amateur diver who has visited many of the shipwrecks around the Welsh coast between Barmouth and the Dee Estuary. He wrote and published 'The Essential Underwater Guide to North Wales, Volumes One and Two', and co-wrote 'Life and Death on the Royal Charter'.

He is also the licensee of the submarine 'Resurgam', a historic vessel that lies on the seabed off Rhyl after being lost in 1880.

2.0 Index

1.0	Abstract	Page	2	
2.0	Index	Page	3	
2.1	Table of Contents	Page	3	
2.2	Contributors	Page	3	
2.3	Abbreviations	Page	3	
3.0	Introduction	Page	4	
4.0	Background	Page	4	
5.0	Research Methodology	Page	4	
	Location	Page	5	
6.0	Details	Page	6	
	Overview	Page	6	
	Other Vessels Built by McCann.	Page	7	
	Newspaper Reports	Page	8	
	Foundering at Abersoch.	Page	10	
	A Wreck in Aberdaron Bay.	Page	11	
	The Gale of January 1895.	Page	12	
	Further Sailings.	Page	14	
	The Final Voyage.	Page	16	
7.0	Analysis	Page	17	
8.0	Conclusions and Recommendations	Page	17	
	References	Page	17	
	Hydrographic Charts.	Page	5	
	Photos			
	St. Tudwal Island West	Page	1	Chris Holden
	Roofing-slates on the seabed in Aberdaron Bay.	Page	11	Chris Holden

2.2 Contributors

Chris Holden.

2.3 Abbreviations used in this report:

MADU Malvern Archaeological Diving Unit

NAS Nautical Archaeology Society

Shipwreck Index of the British Isles. Larne. Volume 5

CPH Chris Holden

3.0 Introduction

Having spent his teenage years exploring the slate-quarries of North Wales, the author has had an interest in the wrecks of slate-carrying vessels around the coast. He has dived on the remains of such vessels at Aberdaron, Bardsey Island, Porth Dinllaen, The Skerries, Menai Strait and in Liverpool Bay.

One wreck that he has searched for, but failed to locate, is that of the 'Peter Varkevisser', a ketch that foundered off Abersoch, taking her cargo of slate to the bottom of the sea. Another report suggests that this vessel may have sunk in Aberdaron Bay.

This report explains why the author's efforts to discover the wreck have failed.

Note that the spelling of the town of Porthmadog varies in the early newspapers, so it may appear as 'Port Madoc' or 'Portmadoc'. 'Tudwal' also appears as 'Tudwall'.

Wherever possible, the spellings in the published newspapers have been used.

4.0 Background.

Reports suggest that the remains of the ketch 'Peter Varkevisser' can be found in Aberdaron Bay, and the author has discovered and photographed large quantities of roofing-slate there. On-line research was then necessary to check if this really is the wreck of the 'Peter Varkevisser'.

This research now shows that the vessel actually sank close to Abersoch, but was raised, presumably along with her cargo, and re-commenced trading only to be sunk for a second and final time off Land's End.

Therefore, the 'Peter Varkevisser' does not lie on the seabed off the coast of Wales.

5.0 Research Methodology.

Equipment and sources used:

Richard Larne's Shipwreck Index of the British Isles. West Coast and Wales.

Gwynedd Archives Record Office, Caernarfon.

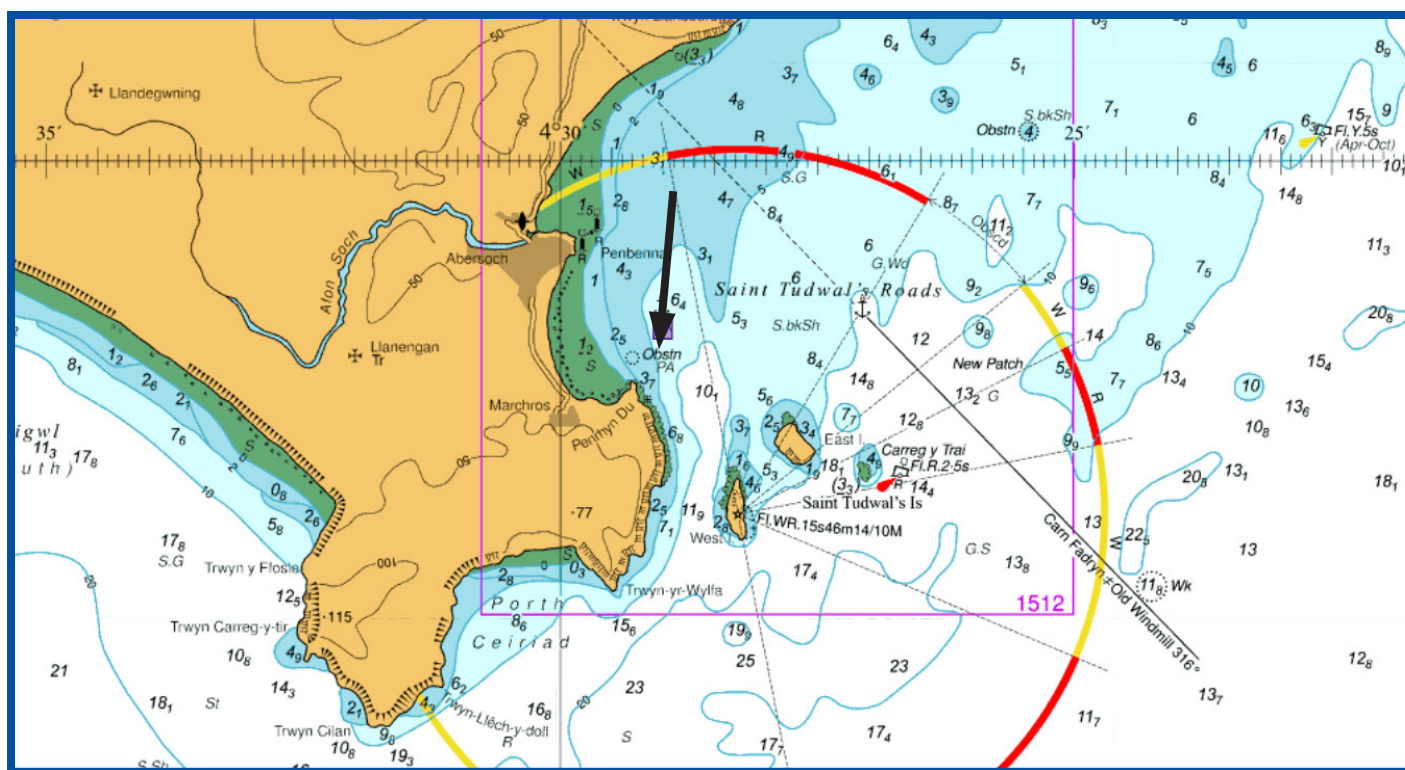
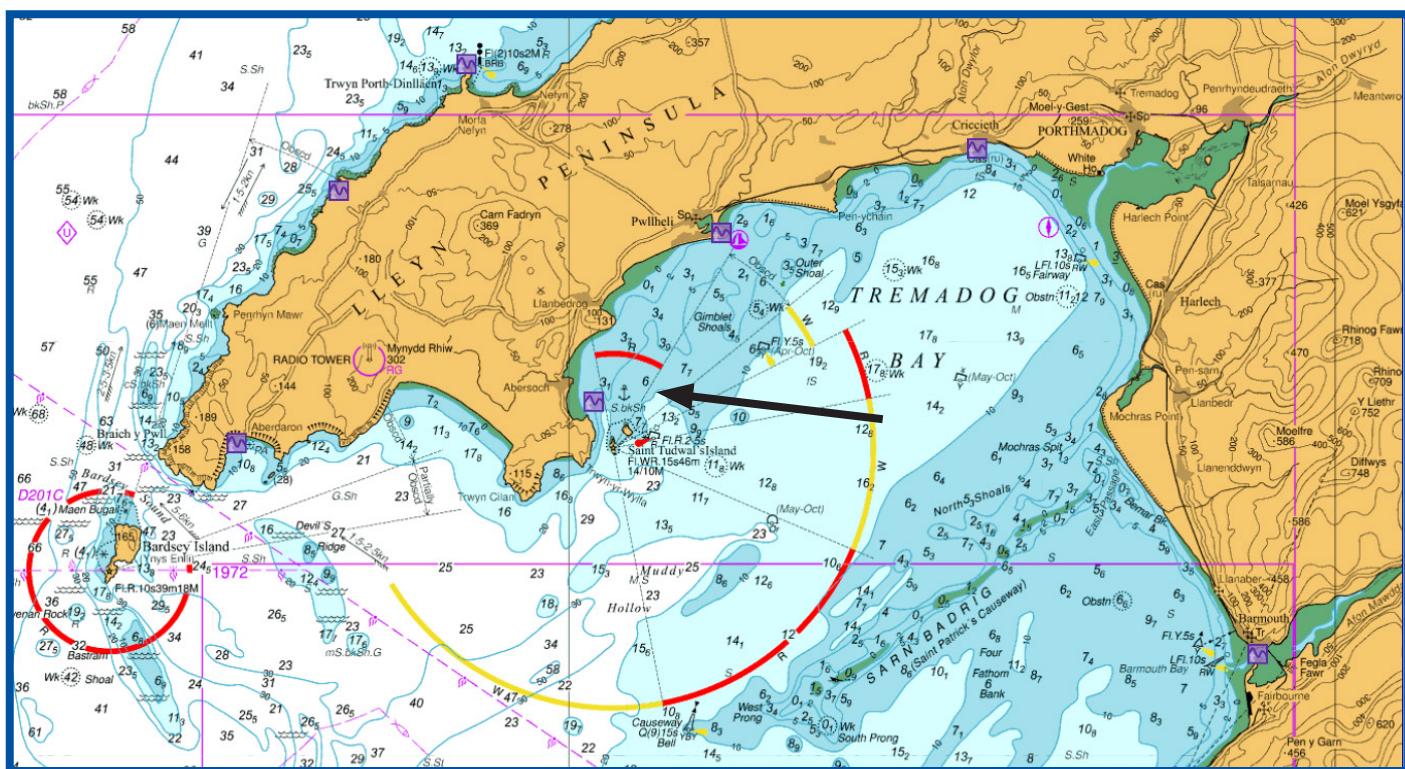
Denbighshire Records Office, Ruthin.

British Library on-line newspaper records.

National Library of Wales on-line records.

Lloyd's List records.

The Location off Penrhyn Du, Abersoch, where the 'Peter Varkevisser' foundered in 1895, but note that her final resting-place is off Cornwall.



6.0 Details.

Vessel Name: Peter Varkevisser.

Type: Ketch

Built in 1875.

Builder: W. T. McCann, Kingston-upon-Hull.

Construction Materials: Wooden hull.

Weight: 69 tons gross.

Dimensions: 72.1 * 19.4 * 10.0 feet

Single deck.

Registered at Hull, Milford and Caernarfon.

Owners (as recorded in 'British Registered Sailing Vessels'.)

1876. Christopher Pickering, Coltman St., Hull.

1878. Thomas May, Stainforth Place, Hull.

1880. Thomas May, Stainforth Place, Hull.

1890. Mrs. Harriet May & Thomas May. North Rd., Milford.

1895. Francis Jones, 58, Charles St., Milford.

1896. Hugh Jones, Portmadoc.

1897. Hugh Jones, Portmadoc.

1898. Hugh Jones, Portmadoc. (Despite the 'Peter Varkevisser' being lost in August, 1897.)

Location.

The final resting-place of the 'Peter Varkevisser' is on the seabed off Land's End, not off North Wales.

Overview.

During the 19th Century, the quarrying of slate was perhaps the most important industry in North Wales, and the harbour at Porthmadog was connected to the quarries around Blaenau Ffestiniog via a narrow-gauge railway that took thousands of tons of slate directly onto the quayside for export around the world. Slate's use wasn't just limited to creating a light, waterproof covering for a roof, but slabs of the material were used for flooring, billiard tables, gravestones, fireplaces, sills, lintels and much more.

Unfortunately, to reach the high-quality veins of slate, a vast amount of poor-quality material was excavated and dumped close to the quarries, resulting in the huge mounds of grey material that still covers many hillsides in the area.

The ketch 'Peter Varkevisser' was one of hundreds of similar boats that plied the coastal waters around Britain and Ireland to deliver this wonderful material that 'roofed the world'.

Other Vessels built by McCann .**Eastern Morning News. 18th December, 1877**

To be sold by Auction. By R. W. PROCTER. THE FISHING SMACK *MASTERPIECE*, as she now lies on the south side of the Albert Dock, near Billingsgate. Registered Tonnage 52-70. Built at Hull, 1866 by Mr. McCann.

Eastern Morning News. 21st December, 1877.

On Tuesday, Mr. McCann launched from his building yard, a fine trawling smack for Mr. E. Hame, which was named *Tempus Fugit*, the ceremony of christening being performed by Miss A. Hame.

York Herald - Tuesday 05 June 1883.

Wm. McCann, shipbuilder, Hull, gave evidence of construction of the *Andrew Marvel*, which he built in 1877.

South Wales Daily News. 5th April. 1889.

The *Tempus Fugit* has grounded while entering Lowestoft.

Newspaper Reports.

Lloyd's Register of 1896 records that the 'Peter Varkevisser' was built at the shipyard of W.T. McCann in 1875, but her name does not appear in the 1877-78, 1879, 1880-81, 1883-84 or the 1889-90 documents. However, she does appear in the 1893-94 records. She appears in the Mercantile Navy List from 1876 onwards, but the 'Peter Varkevisser' does not appear in the North Wales newspapers until April, 1891. There is then a gap in the newspapers between April, 1891 and September, 1893, after which her voyages are well documented.

The Hull History Centre has her listed in the Fishing Vessel Crew Yearly Returns for 1885 to 1893, so her early days were spent as part of the fishing-fleets that operated out of Hull and Milford, whereas from 1893, she was busy trading cargoes all around Britain and Ireland.

The following newspaper reports give us some idea of the routes that she followed:

Haverfordwest and Milford Haven Telegraph. 29th April 1891.

MILFORD HAVEN. SHIPPING INTELLIGENCE.—The following is a list of the inward entries to the dock. April 23rd.- Young Alfred, s.s. Victory, s.s. Africa, Pickwick, s.s. General Roberts, Willie. Minnie, Peter Varkevisser.

North Wales Chronicle. 22 July, 1893.

Portmadoc. SAILINGS. Peter Varkevisser. Croker. Belfast.

Lloyd's List. 28 August, 1893.

Portmadoc. Sailed. Peter Varkevisser. London.

North Wales Chronicle. 2nd September 1893

PORTMADOC. Sailings. Peter Varkevisser, Croker, London

Carnarvon and Denbigh Herald. 1st September 1893.

PORTMADOC. SAILINGS. Peter Varkevisser. London.

Lloyd's List. 20 September, 1993.

SAILED. Peter Varkevisser. Pembroke.

North Wales Chronicle. 4th November 1893.

PORTMADOC. ARRIVALS — Peter Varkevisser, Croker, Dublin.

Carnarvon and Denbigh Herald. 3rd November 1893

PORTMADOC. ARRIVED. — Peter Varkevisser, Dublin

North Wales Chronicle. 2 December, 1893.

SAILINGS. Peter Varkevisser. Croker. Faversham (Kent).

Lloyd's List - Thursday 18 January 1894.

Milford Haven. Jan. 18. Ketch Peter Varkevisser, manure, from London for Milford Haven, arrived, leaking badly. She is said to have strained during voyage. Cargo damaged.

Freeman's Journal. 17 March, 1894.

DUBLIN SHIPPING. Sailed. Peter Varkevisser.

Carnarvon and Denbigh Herald. 13th April 1894.

PORTMADOC. ARRIVED. Peter Varkevisser. Abersoch.

North Wales Chronicle. 9th June 1894.

Shipping. PORTMADOC. SAILED Peter Varkevisser, Croker, Newhaven.

Carnarvon and Denbigh Herald. 24th August 1894

PORTMADOC. SAILED.—Peter Varkevisser, London;

Cork Constitution - Saturday 15th December, 1894.

TIMBER AND SLATES.

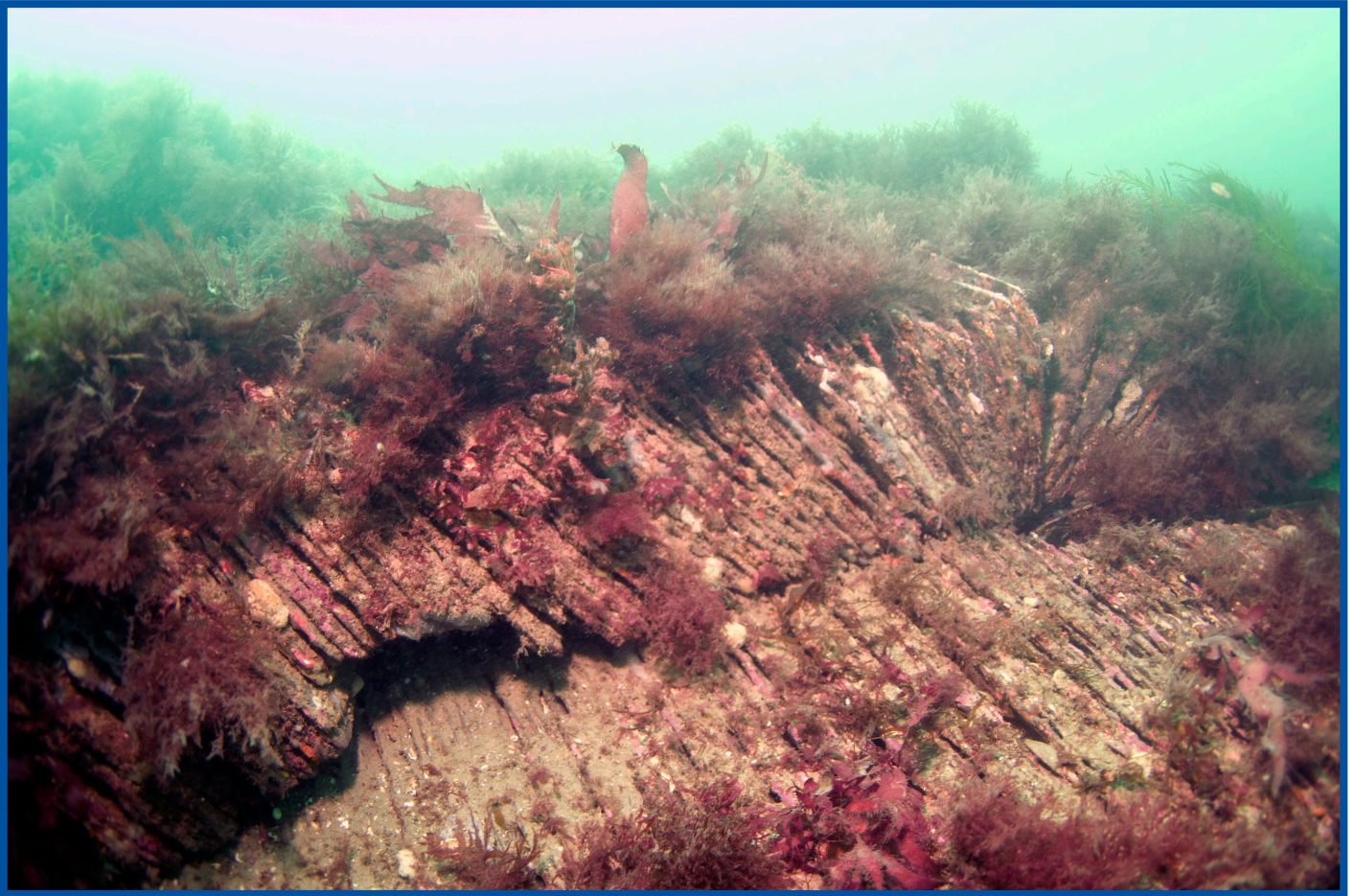
THE FOLLOWING SHIPS are now discharging, viz :—
 "MINDET" @ Quebec with 38,039 Pieces extra good quality Spruce ; "MARIE" @ Frederickstad with 76,340 Pieces Floorings and Sheetings.
 Just discharged :—"**PETER VARKEVISSER**" @ Portmadoc with over 100 Tons Oakeley Company's Slates.
 Terms on application to—

B. HAUGHTON AND CO,
CENTRAL SAW MILLS,
CORK.

204

North Wales Chronicle. 19 January, 1895.

Portmadoc. Sailed. Peter Varkevisser. Croker. Cardiff.



A pile of roofing-slates lying on the seabed in Aberdaron Bay.

The Remains of a Slate-carrying vessel in Aberdaron Bay.

Several reports list the 'Peter Varkevisser' as being the slate-carrier lying on the seabed at Aberdaron, but this is not the case. The author has visited this wreck on several occasions, but as yet has been unable to establish its identity. However, newspaper reports confirm that this cannot be the wreck of the 'Peter Varkevisser'.

The Gale of January, 1895.

South Wales Daily News. 15th January 1895

SUNDAY'S STORM. LOSS OF LIFE ON SEA AND LAND. FRUITLESS RESCUE EFFORTS. LIFE-BOATMEN WASHED OVERBOARD. RAILWAYS SNOWED UP.

On Saturday the crew of the Swanage lifeboat was summoned to aid a barque in distress off Studland. When the boat had got out to Old Harry Rocks, a tremendous wave filled her with water, and William Brown, coxswain, and two other men, named Smith and Pond, were washed overboard. The two latter were saved, but Brown was drowned.

ITALIAN CREW DROWNED.

Further particulars of the loss of a barque, supposed to be Italian, in the Humber, were received in Hull on Monday. Early on Sunday morning a Hull steam trawler noticed the masts of a barque above water. The trawler went as near as possible to the sunken vessel, and then noticed there were ten or twelve men clinging to the spars. They shouted for help, and an attempt was made to launch a boat, but it was swamped alongside. The crew of the trawler were determined to save the men if possible, and slowly took their vessel close to the sunken ship. A heavy sea unfortunately pitched her on to the mast, which snapped off, and the entire crew were drowned, the men being too benumbed by exposure to save themselves. It is supposed that the barque had been sunk in collision, and it is reported a brig was seen at anchor higher up the river with her mainmast over her side.

POWERLESS TO HELP.

The yawl Good Design, of Scarborough, arrived at that port on Monday, and the crew reported that during the gale on Sunday morning they saw a three-masted schooner in distress. The yawl went to give assistance, but, owing to the fierceness of the gale, it was impossible to get nearer than 200 yards of the vessel. The cries of the crew were heart-rending, but those on board the yawl could do nothing at all to save them, and the vessel, which is supposed to be the L'Esperance, of North Shields, foundered with all hands. **SAVED BY THE ROCKET APPARATUS.**

The gale has done much damage to property in Kingstown and the adjoining districts of Dublin. At several points on the Dublin and Wicklow Railway the waves broke down the protecting wall, flooded the line and seriously impeded traffic. Mail boats are late in arriving at Kingstown. During the gale on Monday afternoon the Swedish brig C. Karlew, of Hortemolle, bound from Grimsby for Warberg with coals, went ashore in Bervie Bay, Kincardineshire, and is now breaking up. The crew of nine men and a woman were safely landed by the rocket apparatus. Three vessels were much damaged in Kilkeel Harbour by Monday's storm. Fifty yards of the embankment were washed away.

LOCAL SHIPPING CASUALTIES.

The Italian ship Emmanuele Accame, from Bremen for Swansea, in ballast, has anchored off Drogheda Bar in a dangerous position. The barque Forthbank, of Glasgow, from London for Santos, with a general cargo, has put into Milford Haven, having lost mainmast. ***The Peter Varkevisser, bound for Cardiff, with slates, sank in Tudwall Roads. The vessel lies in six fathoms of water, in a position dangerous to navigation. The crew were saved.***

DEAD IN THE SNOW AT MERTHYR.

On Monday morning a stonecutter, named Wm. Gregory, was found dead in the snow at Merthyr. It is supposed he was going home on Saturday night when he got into a snowdrift.

DAMAGE AT THE MUMBLES.

The exceptionally high tide which prevailed at Swansea on Saturday night, accompanied as it was by a heavy wind, caused some damage to the new embankment of the Mumbles Railway, three breaches being made. These are not of a serious character, and are already being repaired. As an instance of the exceptional height of the tide, it may be stated that the waves dashed right into The Elms, the residence of Mr Hemmen.

SCOTTISH RAILWAYS BLOCKED.

Through traffic was suspended on the West Highland Railway on Monday by reason of the line being blocked with great drifts of snow to the north of Rannock Moor. At Currow the snow is piled up to the height of nearly 20 feet. The storm began late on Saturday night and continued throughout the whole of Sunday. A snow plough from Glasgow attempted to clear a way, but the engine left the rails and brought operations to a standstill for a time. Passengers from Glasgow were not conveyed beyond Brianlarich.

Lifeboat Services During 1895.

Evening Express. 1st January 1896.**LIFEBOAT SERVICES. SPLENDID RECORD OF SERVICES RENDERED.**

The year 1895, like its predecessor, was remarkable for the lack of stormy weather during the greater part of the year, but was, at the same time, marked by a few gales of great force and unusual strength towards the beginning and close of the year, resulting in considerable destruction to life and property. During the year the lifeboats of the Royal National Lifeboat Institution were launched 4-21 times on service, and saved 519 lives. The details of the services rendered by the life-boats to local vessels during this year are as follow:— Ketch Peter Varkevisser, of Milford, three; smack Prosperity, of Carnarvon, landed three; ketch Mercy, of Carnarvon, landed three; schooner Alnwick, of Beaumaris, three; schooner Aneurin of Carnarvon, four; smack Mary Ann, of Milford, two; barquentine Isabelle, of Swansea, nine; smack Sarah, of Milford, two; schooner Clarence, of Beaumaris, saved vessel and three; schooner The Cousins, of Beaumaris, two: schooner Jane and Annie, of Carnarvon, assisted to save vessel; and ship Moresby, of Liverpool, seven. Rewards were granted by the institution for the saving of 176 lives by means of shore-boats during the year, bringing up the total number of Lives for the saving of which the society granted rewards in 1895 to 695, and to 39,340 since 1824. The cost of maintaining the institution's fleet of 303 lifeboats in thorough efficiency is increasingly heavy, and the amount received in annual subscriptions and accruing from assured income is insufficient for the purpose. Further help is, therefore, greatly needed. Annual subscriptions and donations will be gladly received by the secretary. Mr. Charles Dibdin, John-street, Adepfi, London, or by any of the branch honorary secretaries.

Lifeboat Magazine.

ABERSOCH.—Signals of distress were seen in the vicinity of St. Tudwall's Sound and rockets were fired from St. Tudwall's Lighthouse on the morning of the 13th January. The Life-boat Oldham was launched at 6 o'clock in a heavy sea, the wind blowing a strong gale from E.S.E. with heavy snowstorms, and rescued the crew of three men from the ketch Peter Varkevisser, of Milford, bound from Portmadoc for Cardiff with slates, which foundered near Penrhyn du Point.

Further Sailings of the ‘Peter Varkevisser’.

Newspaper reports show that the ‘Peter Varkevisser’ sank at Abersoch in January, 1895, but she appears to have been raised during the next few months, so that by May of that year, she was once again plying her trade. Leaving Portmadoc, presumably with a cargo of slate, she was heading for Sutton Bridge, Lincolnshire, located close to The Wash, a hazardous journey that would take her along the coast of Wales, past Land’s End, along the English Channel and up the East Coast of England.

North Wales Chronicle. 11 May, 1895.

Portmadoc. Arrived. Peter Varkevisser.

North Wales Chronicle and Advertiser for the Principality. 24th August 1895.

PORTMADOC. SAILINGS - Peter Varkevisser, Owen, Sutton Bridge; etc –

Carnarvon and Denbigh Herald. 24th January 1896

PORTMADOC. —SAILED. — Peter Varkevisser, Owens, Cardiff:

South Wales Daily News. 8th April, 1896.

NEWPORT. RIVER. Peter Varkevisser, 55, Cardiff, Slates.

Carnarvon and Denbigh Herald. 19th June 1896

PORTMADOC. SAILED Peter Varkevisser. Davies, Foynes (West coast of Ireland)

The North Wales Express. 21st May 1897.

SHIPPING. PORTMADOC. ARRIVALS. Peter Varkevisser, Evans, Irvine (Scotland)

South Wales Daily News. 8th April 1896

NEWPORT. ARRIVALS. RIVER, Peter Varkevisser, 55, Cardiff, slates.

South Wales Daily News. 11th April 1896

NEWPORT. EXPORTS—April 10. Kinsale, Peter Varkevisser, 100 Coal, G M Humphreys

South Wales Daily News. 14th April 1896

NEWPORT SAILINGS; RIVER; Peter Varkevisser, Davies, Kinsale.

Lloyd’s List. 23 May, 1896.

Belfast. Arrived Peter Varkevisser, Davies, Portmadoc.

Lloyd’s List. 22 June, 1896

Waterford. Peter Varkevisser, Portmadoc.

Lloyd’s List - Wednesday 07 October 1896

SOUTHAMPTON Arrived Peter Varkevisser. Davies. Portmadoc

South Wales Daily News. 23rd December 1896.

NEWPORT. EXPORTS COASTWISE—Dec 22. Peter Varkevisser, 100 coal, Humphreys & Co Wexford,

South Wales Daily News. 15th December 1896

IMPORTS-Dec 14. Carnarvon, Peter Varkevisser, slates

South Wales Daily News. 29th December 1896

NEWPORT. SAILINGS. RIVER, Dec 24.— Peter Varkevisser, Davies, Cork.

Lloyd's List. 14 January, 1897.

CORK. Peter Varkevisser. Davies, Newport.

Lloyd's List. 1 February, 1897.

Cork. Peter Varkevisser. Davies. Portmadoc.

Lloyd's List. 23 February, 1897.

Portmadoc. Sailed. Peter Varkevisser. Evans. London.

North Wales Chronicle. 27th February 1897

Shipping PORTMADOC. SAILINGS. Peter Varkevisser, Evans London.

Lloyd's List. 12 April, 1897.

London. Cleared Out. Peter Varkevisser. Evans. Paisley.

Lloyd's List. 14 April, 1897.

Gravesend. SAILED Peter Varsevisser.

Lloyd's List. 13 May, 1897.

Irvine. Sailed. Peter Varsevisser. Evans. Portmadoc.

Lloyd's List. 4 August, 1897.

London. Cleared Out. Peter Varkevisser. Evans. Cardiff

Lloyd's List. 6 August, 1897.

Gravesend. Sailed. Peter Varsevisser. Cardiff.

1897-98		LLOYD'S REGISTER.				SAILING VESSELS.				PER-PET				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
No. in Book.	Master.	Late Name, if any.	Gross.	Character.	When.	By Whom.	Where.	Length.	Breadth.	Depth.	Flag.	Registered Dimensions, Deck Erections, &c.	Port of Registry.	Flag.
280	Peru	WoodBk	612	1859	O.A. Brodin	Gefle	P.J. Hagerstrand	151-7|34-0|17-2	Gefle					
281	E.P. Bonnesen	WoodBg	279	1846	E.P. Bonnesen	Copenhagen	DenKgl. Grønl. Handel	88-5|25-1|17-0	Copenhagen					
282	Peruvian	IronBk	639	1875	D.&W. Henderson	Glasgow	Aktieselskab Peruvian (L.A. Mathiasen)	165-3|27-7|16-9	Nrdby Fand					
283	Peruvienne	WoodBk	531	1865	.....	Bordeaux	Aktieselskab "Peruvienne" (C. Zernichow)	137-2|30-6|18-6	Christiansia					
284	Pervasi Bahri	WoodBk	-2 8 0	1848	.....	Finme	Tahir Mehmet & Suleiman Casci	95-5|27-9|19-4	Dulcigno					
285	Omer Betzi	WoodBg	-1 0 7	1869	Hussain Omer	Dulcigno	H.M. Bezi	68-9|21-3|10-2	Scutari					
286	Pervenche	WoodSr	152	1893	Gautier	St. Malo	J. Gicquel	98-7|23-7|11-6	Palmpol					
287	Perwie	WoodSr	176	1874	.....	Hvittisbofjord	A. Beyermann & Co.	.....	Windau					
288	Pestalozzi	IronBk	1065	1884	Riehm & Voss	Hamburg	F. Laeisz	210-6|34-4|19-9	Hamburg					
289	Pet	WoodSr	161	1863	Tay Ship Co.	Dundee	C. Thompson	96-8|21-4|12-5	Wisbeach					
290	Peter	WoodBk	542	1852	.....	Boston, Me.	A.J. Dannberg	135-5|26-8|19-1	Gothenburg					
291	Mikkelsen	Wood3MstSr	133	1871	Kramer	Edeweicht	Joh. Ukana	82-3|20-7|10-3	Leer					
292	Peter C. Schultz	Wood3MstSr	438	1874	Bulman & Brown	Newburg, N.Y.	W.F. Richardson	129-6|32-0|15-4	New York					
293	Peter Iredale	Steel&Iron4MstBk	2075	1890	Rison & Co.	Maryport	P. Iredale & Portar	287-5|39-9|23-5	Liverpool					
294	Peter Rickmers	Steel 4MstBk	2989	1889	Russell & Co.	Pt. Glasgow	Rickmers Reismühlen Rbederel & Schiffbau Act. Ges.	332-0|44-4|25-4	Bremerhvn					
295	Peter Varkevisser	WoodK	69	1875	W.T. McCann	Kingston-on-Hull	H. Jones	72-1|19-4|10-0	Carnarvon					

Lost by Collision

The Final Voyage of the 'Peter Varkevisser'.

The North Wales Express. 20th August 1897.

A VESSEL RUN DOWN. The vessel Peter Varkevisser (Capt. J. Evans) has been run down whilst on a voyage from London to Barry. The crew were all saved. A few years ago, the same vessel sank in St. Tudwell's Roadstead during a gale. Mr H. Jones, block-maker, floated her, and she became his property.

Lloyd's List - Thursday 12 August 1897

PETER VARKEVISSER - Cardiff, August 11. The Boileau, (steamer), of Cardiff, from Dunkirk, arrived at Barry, yesterday, having on board the master, Evans, and crew of the ketch Peter Varkevisser, of Portmadoc, from London for Cardiff with cement. The latter was sunk by collision about 2 30 a.m. on the 9th. inst, through collision with the steamer.

A Footnote:

Derby Daily Telegraph. Wednesday, 29 December, 1915.

POSTED AS MISSING. VESSELS ON LLOYD'S LIST.

The following vessel previously referred to as overdue, was today posted at Lloyd's as missing: The Boileau, of La Rochelle, Gerard, master, which sailed from Swansea for St. Nazaire on November 10 with a cargo of coal, and has not since been heard of.

7.0 Analysis.

According to Lloyd's Register, this vessel was built at Kingston-upon-Hull in 1875, but the name 'Peter Varkevisser' does not appear in the currently-available copies of Lloyd's Register until 1891. It has not been possible to account for her movements during the years 1875 to 1893 while she was involved in the fishing industry.

From 1893 onwards, she had an active life, trading from North Wales to other Welsh ports, and to England, Scotland and Ireland, carrying cargoes such as slate, coal or manure. She foundered at Abersoch in January, 1895, during severe weather, when her crew were saved by the Abersoch Lifeboat. She was raised by the summer of that year, after which she commenced trading once again, but sank after a collision with the steamship 'Boileau' off Land's End in August, 1897. As with her previous catastrophe, all of the crew were saved.

8.0 Conclusions & Recommendations.

It must be concluded that the 'Peter Varkevisser' does not lie on the seabed off North Wales, and, where appropriate, can be deleted from the relevant databases.

9.0. References.

Sources include:

Lloyd's Register.

Shipwreck Index of the British Isles. Vol 5 (Richard Larnie, Lloyd's Register).

The Essential Underwater Guide to North Wales. Vol. One, Part One. (Chris Holden)

RCAHMW COFLEIN <https://coflein.gov.uk/>

Wrecksite website <https://www.wrecksite.eu/Wrecksite.aspx>

National Library of Wales Welsh newspapers on line <https://newspapers.library.wales/>

The British Newspaper Archive www.britishnewspaperarchive.co.uk/