



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

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



Pride of the Sea

Report compiled by
Peter Millar

Report Title:

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1.0 Abstract

The research Project sets out to add and update information and findings of ships and wreck sites.

This includes, Date the ship sunk or foundered, recording ship type, and details of the location.

All other information including how the vessel was wrecked, history, date built , name of builder, details of Port leaving and destination are researched.

Other information including, Cargo, details of sinking, weather conditions, Number of crew, how many were lost, and inquiry of sinking. All these facts are researched and added if possible

The information is always open to new findings and information.

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2.3 List of Pictures

Front Cover: Ships Similar to the Pride Of The Sea - Baltimore Clipper

Fig 1. Bardsey Light House

Fig. 2 Criccieth Life Boat Station

Fig. 3 St Patricks Causeway

Fig. 4 Baltimore basin

2.4 Contributors

Peter Millar

2.5 Abbreviations

A list of any abbreviations used in this report, i.e.

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

3. Introduction

The history of Clipper ships is usually hard to find, mainly due to the date and period of history which was less documented. Between 1700 and 1870 many clipper ships were lost without any trace, due to storms, Navigation error's, wars, battles and combinations of all these factors.

This has made research more difficult, with many dead ends. Although with time and sometimes coincidental findings it is possible to find new information.

The Pride of the sea was a clipper ship built in America. Designed with raked masts for speed. This type of clipper ship were used for long journey's, transporting cargo of raw materials, timber and cotton, which also led to the slave trade .

4. Background

The Pride of the Sea was built by James Hooper & Co at the Baltimore ship yards. And launched in 1853

The Pride of the sea was a Sailing ship , clipper rigged.

Captan Harp was registered as the Captain of The Pride Of the Sea on its final voyage

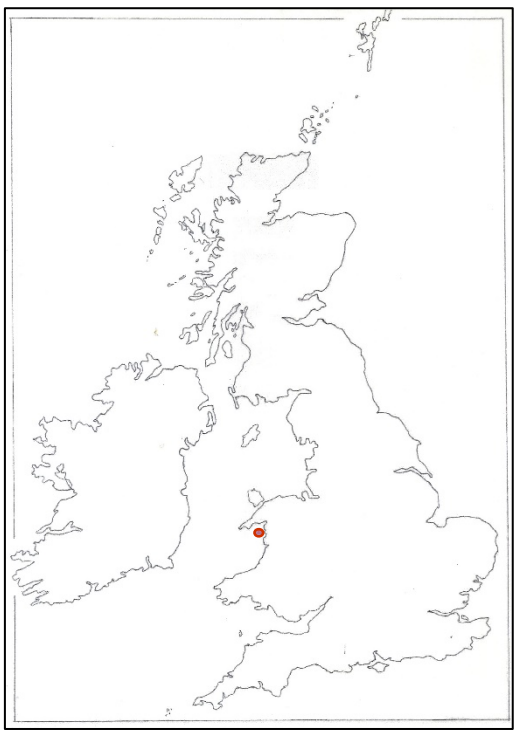
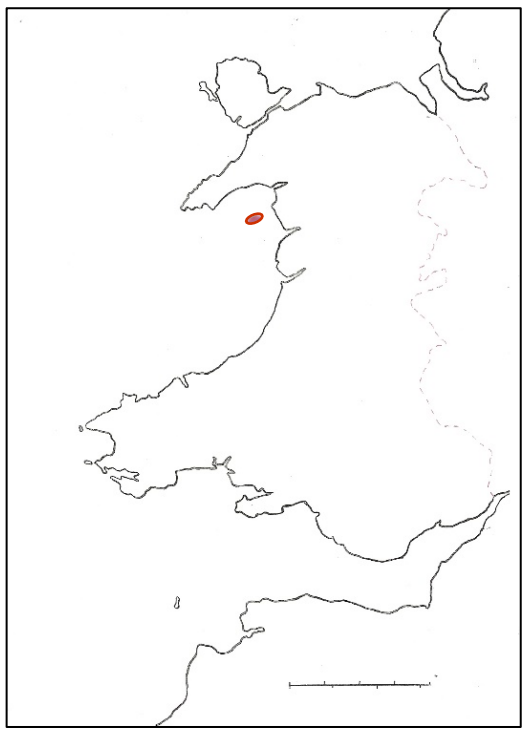
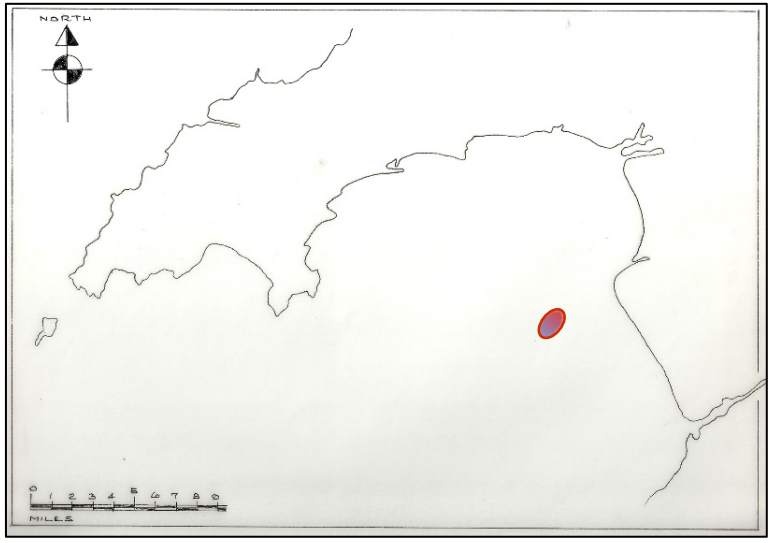
The Cargo was recorded as Cotton.

Baltimore Clippers were built for speed they had raked masts,

which improved straight line speed but this comprised manoeuvring

The Pride Of The Sea was Sailing from New Orleans to Liverpool.

The ship ran aground on the 8th - 9th December 1854, on the north end of St Patricks Causeway



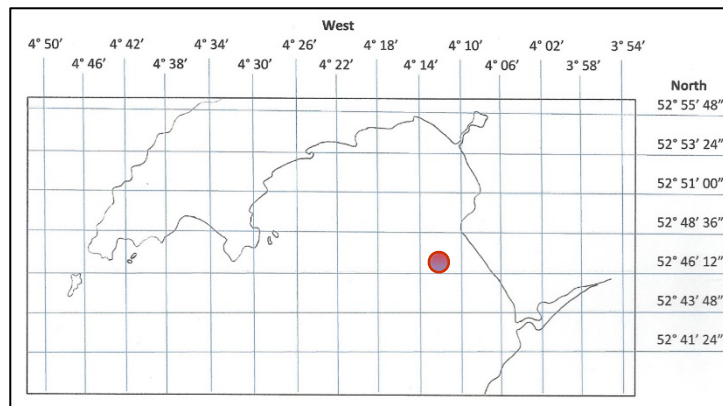
5. Research Methodology

Most of the research was done on a 2018 I Mac Computer with a 5k 27inch screen, running a 8GB Memory system , installed with macOS Big Sur for searching.

Researching ,current, past and archive information using Safari and google search method.

Books used included Shipwrecks of North Wales, by Ivor Wynne Jones and The American Clipper Ship 1845 - 1920 by Glenn A Knoblock.

Archive information was found on line from the Journal of the National Life Boat Institution 1855 and The Life Boat Magazine Archive.



● **Position.** **52** ⁰ **45,986 N**
04 **12,733 W**

6. Results

Vessel	Name/s	Pride Of the Sea	
	Type	Sailing Ship Clipper	
Built	Date	1853	
	Builder	James Hooper & Co Baltimore	
Construction	Materials	Wood	
	Decks	Two, top deck & Cargo deck	
	Bulkheads		
Propulsion	Type	Sail	
	Details	Fully Rigged	
Engine	Details	None	
	Boilers	None	
Drive	Type		
	Number		
Dimensions	Length		
	Beam		
	Draught		
Tonnage	Gross	1,660 tons	
	Net		
Owner	First	James Hooper & Co	
		Baltimore	
	Last		
	Others		

Registry	Port	Baltimore
	Flag	American
	Number	
History	Routes	New Orleans
		Liverpool
	Cargo	Cotton
Final Voyage	From	New Orleans
	To	Liverpool
	Captain	Capt Harp
	Crew	37
	Passengers	None
	Cargo	Cotton
Wrecking	Date	8th - 9th December 1854
	Location	St Patricks Causeway
	Cause	Stranding
	Loss of life	None
	Outcome	Total Loss

The Pride of the Sea was built by James Hooper & Co at the Baltimore ship yards.

Hooper was also involved with the production and storage of cotton.

On the night of the 8th of December 1854 during rough weather, the Pride of the sea, was heading to Liverpool with a cargo of cotton from New Orleans.

Captain Harp was sailing through St Georges channel into a strong NNW wind, forcing the clipper further east, closer to the welsh coast.

Seeing a light to his left, he mistaking took this as the coast of Ireland, but it was more likely the Bardsey island light .

This error of position forced him into the cardigan bay and north into Tremadog bay ending up on the north end of St Patricks Causeway, in the middle of the night of the 8th/9th of December.

Another ship the CULLODEN which was also traveling to Liverpool was behind the PRIDE OF THE SEA. Also became stranded on the causeway at the south end

The Pride of the Sea grounded to a halt 3 miles off shore on the north end of St Patricks causeway.

Early in the morning of the 9th, both, masted ships THE PRIDE OF THE SEA and the CULLODEN, were spotted from the shore in the vicinity of the causeway. The Porthmadog life boat was launched from Criccieth It reached the Pride of the Sea first, which was the nearest , 10 miles from Criccieth.

Five of the crew had left the ship on a small boat and made for shore. Due to the wind they ended up at Barmouth, where they were able to get ashore, 7 miles away to get help, unaware they had been spotted from Portmadog.

Another 27 men were boarding their remaining boats as the life boat arrived, leaving 4 men and the master, they boarded the life boat and were taken ashore at Barmouth.

Later on in the evening of the 9th, after the wind subsided, Captain harp and some of the crew returned to the ship to take back provisions for the crew back at Barmouth.

The next morning on the 10th December the stranded ship could be seen on fire. It continued to burn for 24 to 48 hours. Most of the ship and cargo was destroyed down to the water line.

Nothing was reported salvaged from the wreck after the fire and it was not reported how the fire started.



Fig 1



Fig 2



Fig 3

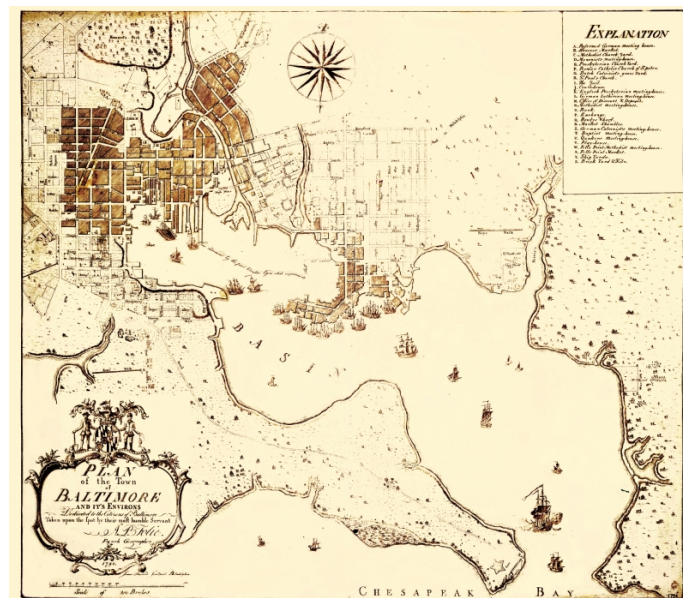


Fig 4

7. Analysis

During the research some events raised are unanswered .

The time of the stranding of the PRIDE OF THE SEA, could have been on the night of the 8th or early morning of the 9th of December 1854 the first time the ship was spotted and recorded was the morning of the 9th.

The Culloden was seen and recorded as following the Pride of the Sea.

Both ships were having difficulties with the wind and sea conditions, they past the Bardsey island during the night of the 8th December. No records of the actual time of grounding can be found, although at the time the PRIDE OF THE SEA was in difficulty the crew would have been unaware of the time late at night.

Both were heading for Liverpool. Both vessels could have been pushed into the bay due to the NNW wind.

More likely both ships could off gone into the bay for shelter.

Another possibility but less likely, the Culloden may have followed, thinking the PRIDE OF THE SEA was on route to Liverpool.

On the afternoon the captain and some of the crew went back to the ship, to recover personal belongings and provisions, the crew may have used an oil lamp below deck as it was dark, this could have been left, causing the fire.

The fire was noted as burning for 24hrs from one report from shore, although reported burning for 48hrs reported from the lifeboat at Portmadog

From ashore they would have seen smoke coming from the location of the wrecked ship. They main source of the fire would have been the cotton, also fuelled by the ships timber hull, which would burn and smoulder for the long period recorded.

8. Conclusions & Recommendations

Research on the wreck of the PRIDE OF The Sea was made over a number of days over a period of 3 months . Long Gaps of a couple of weeks made it difficult, as it was necessary to go back over information, links , web sites and books to catch up each time.

Time spent, approximately 8 hours.-6 hours spent on -line.

It was easy to spend a couple of hours on a finding a small detail , the builder for one example.

Any diving on the wreck has been minimal due to most of the wreck having been destroyed by fire.

Record of a recent dive reported timbers and metal debris covered in silt.

Local knowledge of the wreck area could help, especially advise on the best time to dive the wreck site and how much silt is covering the wreck

Weather conditions could in the future reveal parts of the hull, especially after storms.

Due to the fact there was no loss of life on the ship, no inquest can be found on the cause of the stranding Further research may find this information.

It would be of interest to confirm the cargo the Pride of the sea was carrying .

No Time of departure from New Orleans could be found.

9. References

Journal Of The National Life Boat Institution 1855

List Of Shipwrecks 1854.

Life Boat Magazine Archive.

The American Clipper Ship 1845 - 1920 Glenn.A.Knoblock

Shipwrecks of North Wales. Ivor Wynne Jones

Under Water Guide to North Wales Vol 1 Chris Holden

Appendices:

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

Appendix B – The Timeline for the *Pride of the Sea*

? 1853 *Pride Of The Sea* built at Baltimore shipyards

December 5th - 7th 1854 Pride Of The Sea departs New Orleans (No exact Day Found)

December 8th Pride Of The Sea finding difficulties with navigation due to strong NNW winds South of the Republic of Ireland crossing into St Georges channel.

December 8th - 9th Pride Of The Sea stranded on St Patricks Causeway.

December 10th - 12th Pride Of The Sea seen on fire

December 13th Pride Of The Sea Total wreck, all the structure above the water line destroyed.

Crew list for Pride of the sea. ? New South Wales , Australia

Not Known if this is the same Pride Of The Sea.

February 1854

No other information in connection with this.

May be not the same Pride of The Sea.

INWARD. *Recd. by Mr. Robert M. J.*

A LIST of the Crew and Passengers, arrived in the Ship Schooner "Pride of the sea" of New York, Lewis B. Hoop Master,
burthen Tons, from the Port of to , New South Wales, February 1854.

Seamen's Names.	Station.	Age.	Of what Nation.	Names of Passengers.	Description.	Remarks.
<i>Lewis B. Hoop</i>				<i>Capt Scott, Mr Mrs Scott</i>		
<i>Fredrick Bennett Mate</i>	<i>Coast</i>		<i>West</i>	<i>Child and wife Mr and Miss Pearce</i>		
<i>Mr. Gough</i>	<i>Cook</i>	<i>35</i>	<i>West</i>			
<i>William Haddington</i>	<i>A. B.</i>	<i>20</i>	<i>Lyden</i>			
<i>J. Kiffin</i>	<i>A. B.</i>	<i>28</i>	<i>Holland</i>			
<i>J. W. Bennett</i>	<i>A. B.</i>	<i>25</i>	<i>Holland</i>			
<i>J. H. Bennett</i>	<i>A. B.</i>	<i>21</i>	<i>Hamburgh</i>			
<i>Barney Conlbert</i>	<i>A. B.</i>	<i>22</i>	<i>Hamburgh</i>			
<i>Anton Reubaduk</i>	<i>A. B.</i>	<i>27</i>	<i>Belfast</i>			
<i>A. W. Sharpe</i>	<i>Steward</i>	<i>23</i>	<i>Hants</i>			

*Arr. Antwerp 22 Feb 1854
 in company with
 [Signature]*

Lewis B. Hoop