

**Welsh Wreck Web Research Project**  
**(North Cardigan Bay)**  
**On-line research into the Welsh Schooner:**  
***'Walter Ulric'***



Report compiled by:

**Nigel Braybrooke**

Report Title:

**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
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'Walter Ulric'**

**1<sup>st</sup> Revision**

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**MADU**

## 1.0 Abstract

- 1.1 Between 2001 and 2009 the Malvern Archaeological Diving Unit (MADU) were working under licence on the Welsh designated wreck site known as the *Diamond*, located in the North End of Cardigan Bay in North West Wales.
- 1.2 During their research, they identified, and created a database of 453 other ships that had come to harm in the north end of Cardigan Bay, dating from 1590 to 1993.
- 1.3 Very few of these wrecks have been investigated in any great depth.
- 1.4 With the lockdown caused by the Coronavirus pandemic, Ian Cundy, the Nautical Archaeology Society's (NAS) Regional Co-ordinator for Wales and founder member of MADU set up the www Research Project (North Cardigan Bay) with a view to members of the NAS researching the ships on the database from home, using information available on the internet to compile reports.
- 1.5 The *Walter Ulric* was not shown on MADU's database as a vessel of interest, apart from a note showing she had been involved in a collision leading to the loss of the schooner *Joseph Nicholson*, which was included in the database.
- 1.6 As both ships were both Portmadoc trading vessels and inextricably linked by the collision incident, the *Walter Ulric* being abandoned at sea, a discussion was held between the author and Ian Cundy and subsequently she was entered onto the MADU database.
- 1.7 A separate report has also been produced on the *Joseph Nicholson*.
- 1.8 This report therefore looks at the schooner *Walter Ulric* and covers the time of her construction in Nefyn in 1875, until her sinking by German submarine during the First World War.
- 1.9 Events during her life which are looked at within this report include her crew's actions to save the ship during a gale in 1893, the collision in 1895 with the schooner *Joseph Nicholson*, causing her total loss, the reason for appearing in the MADU database and her sinking by German submarine in 1917 leading to the loss of all hands.

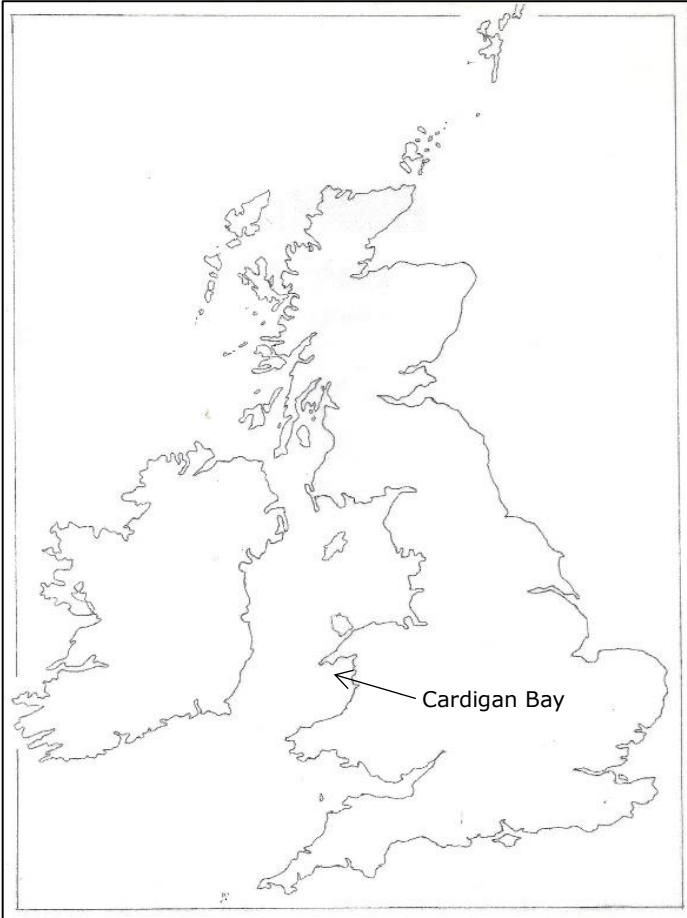


Fig.1 Location of Cardigan Bay

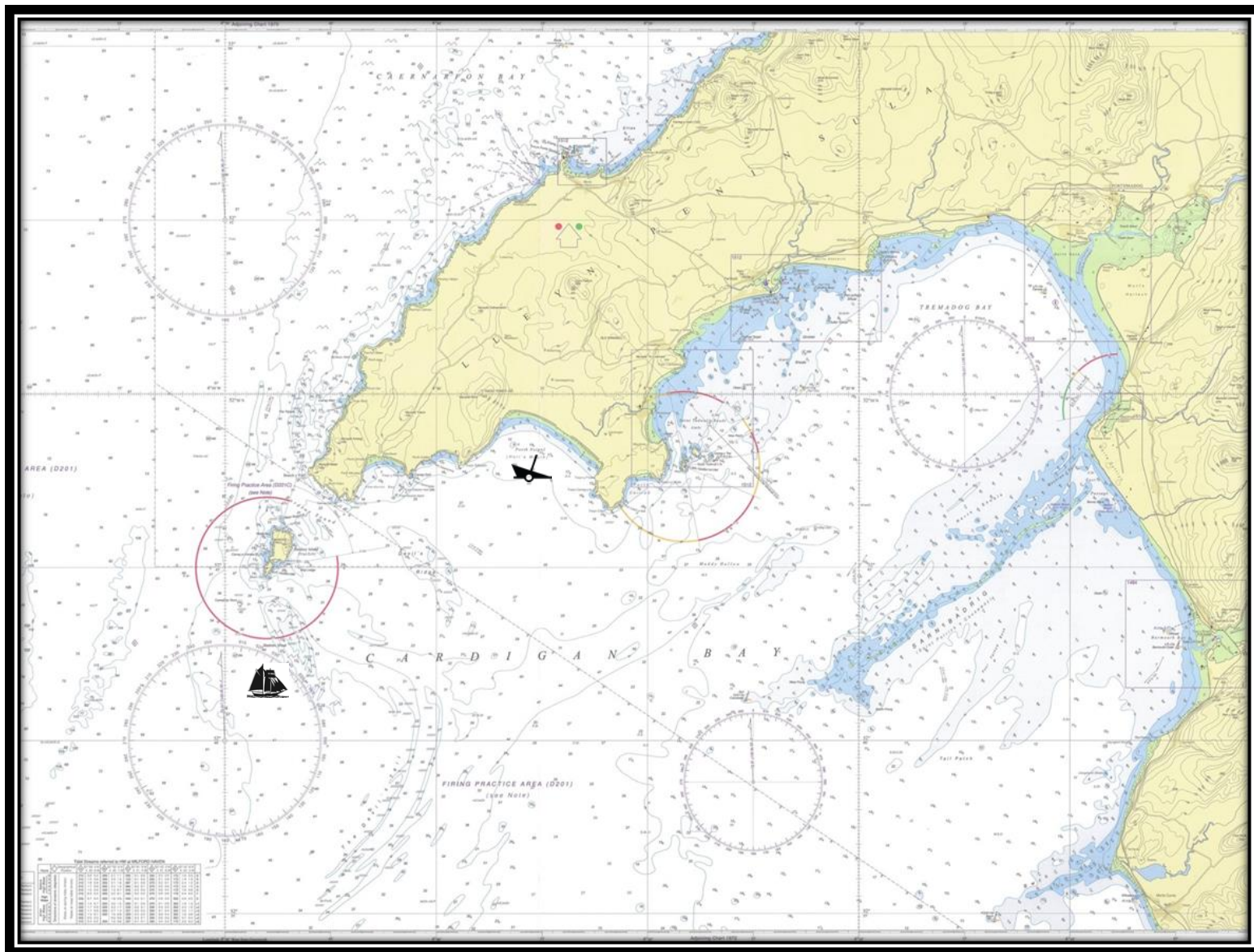


Fig.2 Admiralty Chart 1971 Cardigan Bay Northern Part showing 'Hells Mouth' near where the collision between the *Walter Ulric* and *Joseph Nicholson* was reported to have occurred and the location of the abandoned *Walter Ulric* when found.

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Admiralty Chart 1971 Cardigan Bay Northern Part (Figs. 2 & 4) reproduced under Licence 35432

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**2.4 Contributors**

Ian Cundy Malvern Archaeological Diving Unit / NAS Regional Co-ordinator for Wales  
 Provided advice and guidance on the project in general

Paul Swain Assistant Licensing Account Manager, UK Hydrographic Office  
 Assisted with providing the licence to use Admiralty Chart 1971 and other advice

John Hemmingway Archaeological Surveyor  
 Digitised Chart 1971

Robert Cadwalader Secretary Porthmadog Maritime Museum  
 Information on the collision between the *Walter Ulric* and *Joseph Nicholson*

Anne Crowne Information Advisor, Heritage & Education Centre, Lloyd's Register Foundation  
 Checked their archives for records held on the *Walter Ulric*.

## **2.5 Abbreviations**

Abbreviations used in this report:

MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society

### 3.0 Introduction

- 3.1 As a member of the Nautical Archaeology Society and furloughed from work during the COVID-19 crisis of 2020, the author thought this was an interesting project to become involved with and improve his research skills.
- 3.2 The author has also submitted reports to the NAS including:
- '*Wrecked on Cefn Sidan Sands*' (2013). Survey Project Report, submitted for the NAS Certificate in Maritime Archaeology.
  - '*The History of the Baygitano*' (2015). Submitted as Project Coordinator on behalf of Severnside Sub Aqua Club for the NAS Adopt a Wreck scheme in 2015, coming joint first place.
  - '*The Norwegian Bark 'Kragero*' (2020). Submitted for the Welsh Wreck Web Research Project.
  - '*The Welsh Schooner Joseph Nicholson*' (2020). Submitted for the Welsh Wreck Web Research Project.
- 3.3 As the *Joseph Nicholson* was selected by the author for research as part of the project, it seemed logical to also research the *Walter Ulric* and produce a separate report and to add her onto the database.
- 3.4 The answers which were hoped to be answered by the end of the research included:
- Where was the *Walter Ulric* constructed and who were the shipbuilders and owners?
  - Who was Walter Ulric?
  - What were her specifications and dimensions?
  - Could any pictures of the vessel be located?
  - Could those seaman involved in sailing her, including Masters and crew, be identified?
  - What other historical information is available on the *Walter Ulric*?
  - What were the circumstances surrounding the collision?
  - How were both crews saved?
  - What was involved in the rescue of the vessel?
  - What happened to the *Walter Ulric* subsequent to the collision?
  - What were the circumstances surrounding her sinking by German submarine?
  - Had there been any other previous reports produced relating to the history of the *Walter Ulric*?

## 4.0 Background

### The Moroccan Trader

4.1 Built in October 1875 by the ship building yard of Owen Griffith and Co. the schooner *Walter Ulric* was intended for the trade of grain shipments from the Atlantic coast of North Africa, particularly Morocco.<sup>11</sup>



Fig.3 Owen Griffith,  
Mariner – Shipbuilder – Shipowner

4.2 The voyage was short and invariably profitable for the Portmadoc ship owners, including the new owners of the schooner, Rees Evans and Co.<sup>11</sup>

The ownership of the ship consisted of sixty four shares divided amongst six partners:<sup>13</sup>

- |                         |                |       |
|-------------------------|----------------|-------|
| • Richard Hughes        |                | 20/64 |
| • Rees Evans            | Slate Agent    | 16/64 |
| • Robert Roberts        | Clerk          | 16/64 |
| • John Farmer Sims      | Quarry Manager | 4/64  |
| • William Evans, Junior | Grazier        | 4/64  |
| • Charles Nicholson     | Slate Merchant | 4/64  |

4.3 The wooden, iron bolted, schooner, had a length of 85.8 feet, breadth of 22.5 feet and gross tonnage of 112 tons.<sup>14</sup>

4.4 In his book 'Immortal Sails', the author Henry Hughes describes the ship thus, '*The Walter Ulric, a well-equipped and handsome schooner, represents the typical Morocco Trader of the estuary*'.<sup>11</sup>

4.5 As a way of ship owners of the time currying favour with an influential person or merchant it is likely the ship was named after a Walter Ulric (or Ulrich), but at the time of this report a specific person has not been identified.<sup>11</sup>

- 4.6 The first indication of her voyages was recorded in the South Wales Daily News of Monday 17 April 1876 reporting her sighting by the Lizard Signal Station 'passing east' two days previously.
- 4.7 Further voyages can be found recorded by the newspapers of the time and included in Table 2.
- 4.8 One of these shows her arriving at the port of Lynn on 17 November 1888 having made the voyage from Morocco, although there is no mention of her cargo.
- 4.9 By the 1890's the *Walter Ulric* was under the management of the ship broker, Captain Hugh Parry of Cornhill, former Master of the *George Casson* and the *Frau Minna Petersen*.<sup>13</sup>
- 4.10 He also managed the *Blodwen*, *Elizabeth*, *Frau Minna Petersen*, *Miss Thomas*, *Phantom*, *Physician* and the *W.D. Potts*.<sup>13</sup>

### **Grounding at Elsinore**

- 4.11 The South Wales Daily News of Friday 12 July 1889 reported:

'The British schooner *Walter Ulric*, from Portmadoc for Copenhagen, with a cargo of slates, grounded at Elsinore, but was afterwards towed off.', Elsinore (Helsingør), being a port city in eastern Denmark.

### **Damaged in Heavy Weather**

- 4.12 The Shipping Gazette and Lloyd's List of Thursday 16 January 1890 reported:

'*Walter Ulric* - Liverpool, Jan 16, 11 4 a.m. - The *Walter Ulric*, of Caernarvon, when off Orme's Head on the 14th inst. last, during heavy squall, lost foretopsail and about 20 feet of bulwark; vessel put back to river'

### **Stranding off Femø**

- 4.13 The Shipping Gazette and Lloyd's List of Monday 05 June 1893 reported

'*WALTER ULRIC* - Feino, June 1. - The English schooner *Walter Ulric*, from Portmadoc for Nykobing, with slates, stranded May 30 on the NE side of Feino, but will probably be got afloat. Steamer assistance has been requested.'

- 4.14 The location is almost certainly meant to be NE of the Danish Island of Femø, north of Lolland, the fourth largest island of Denmark, located in the Baltic Sea and would be passed by a ship heading for Nykøbing.

### **Ipswich Bound Vessel Saved by Oil Bags**

4.15 The Norwich Mercury of Saturday 25 November 1893 reported:

'The Welsh schooner, *Walter Ulric*, 98 tons register, Evans master, from Hamburg with a cargo of oilcake, which arrived in Ipswich Dock on Wednesday morning, experienced the full force of the recent gales, having left port on Thursday in last week.

The crew state that the gale struck them suddenly, and they had to let go everything – had to let the sails fly; the decks by this time being full of water, with a fearful sea running.

The little ship was 'hove to' under a close reefed mainsail, and bags filled with oil (punctured so as to let the oil gradually escape) were put overboard to windward and amidships, as recommended by the Board of Trade, which kept the heavy seas from breaking, and no doubt saved the crew, who had lashed themselves round the waist to something secure on deck, and one man to the wheel, to prevent being washed overboard.

The crew speak highly of the use of oil on the waves, and when the stock of oil was exhausted the bags were replenished with varnish.

The vessel received no damage, though it is probable the cargo is damaged by seawater.'

### **Margate Jetty Near Miss**

4.16 The Shipping Gazette and Lloyd's List for Friday 22 December 1893 reported:

'*Walter Ulric* – Deal, Dec 21, 4.15pm. – Schooner *Walter Ulric* of Caernarvon, from London for Dublin, with patent manure, is at anchor in the downs, having been compelled to slip anchor and 60 fathoms of chain last night to save her running into Margate jetty.'

4.17 In February 1894, Evan Williams, of Borth, became the full owner having bought the other part-owners out.<sup>13</sup>

### **Collision with Lightship**

4.18 The South Wales Daily News for Wednesday 21 November 1894 reported:

'The schooner *Walter Ulric* has returned to Cuxhaven with bulwarks and rigging damaged by collision with *Lightship No 2*.'

4.19 Cuxhaven is situated in north-western Germany, on the shore of the North Sea at the mouth of the River Elbe.

### Collision with Two Steamers

- 4.20 The North Wales Chronicle and Advertiser for the Principality for Saturday 26 January 1895 reported:

The schooner '*Walter Ulric*', of Carnarvon, in beating out of Larne Lough, collided with the steamers '*Mona*' of Greenock, and the '*Nugget*' of Glasgow, doing considerable damage to the '*Mona*' and slight damage to the '*Nugget*'.

The schooner was damaged above the water line, and will repair before proceeding.

The steamers left on Tuesday night, the '*Nugget*' for Glasgow and the '*Mona*' for Ayr.

### Collision and Sinking of the Schooner Joseph Nicholson

- 4.21 On Thursday 14 February 1895 both the *Walter Ulric* and another Portmadoc schooner, the *Joseph Nicholson*, were homeward bound in ballast from their respective voyages.
- 4.22 They were both close to 'Hell's Mouth' (Porth Neigwl), a three and a half mile wide, south-west facing bay, with rocky cliffs to the east and west.
- 4.23 Any sailing ship unfortunate enough to be swept into the bay during a south-westerly gale would have had great difficulty escaping, and would be faced with the choice of running into the cliffs or on to the beach.<sup>3</sup>
- 4.24 At least thirty ships are known to have been wrecked in, or very near, Hell's Mouth, most of these would have been pounded to pieces on the beach.<sup>3</sup>
- 4.25 A collision occurred between the schooners which lead to the *Joseph Nicholson* sinking from the damage sustained.
- 4.26 Although considerably damaged, including the forecastle destroyed and the foremast carried away, the *Walter Ulric* remained afloat.
- 4.27 No loss of life occurred and, although no records have been found indicating this, it appears both crews took to their boats and were saved.
- 4.28 At ten o'clock the same day the steamship *SS Emily* of Glasgow, under her Master, Captain Guy, was on the passage from Portaferry, County Down, to Cardiff during a south-south-east gale when she sighted the *Walter Ulric* three miles south of Bardsey Island.
- 4.29 Upon investigating the vessel it was found to have been abandoned by her crew.
- 4.30 The *Emily* eventually succeeded in taking the *Walter Ulric* under tow and made for the Old Harbour, Holyhead, where she was left in the charge of Captain Jones, a Lloyd's Agent, until salvage claims could be arranged.
- 4.31 The *Emily* resumed her voyage, arriving in Cardiff on Monday 18 February where Captain Guy reported the discovery of the abandoned schooner.

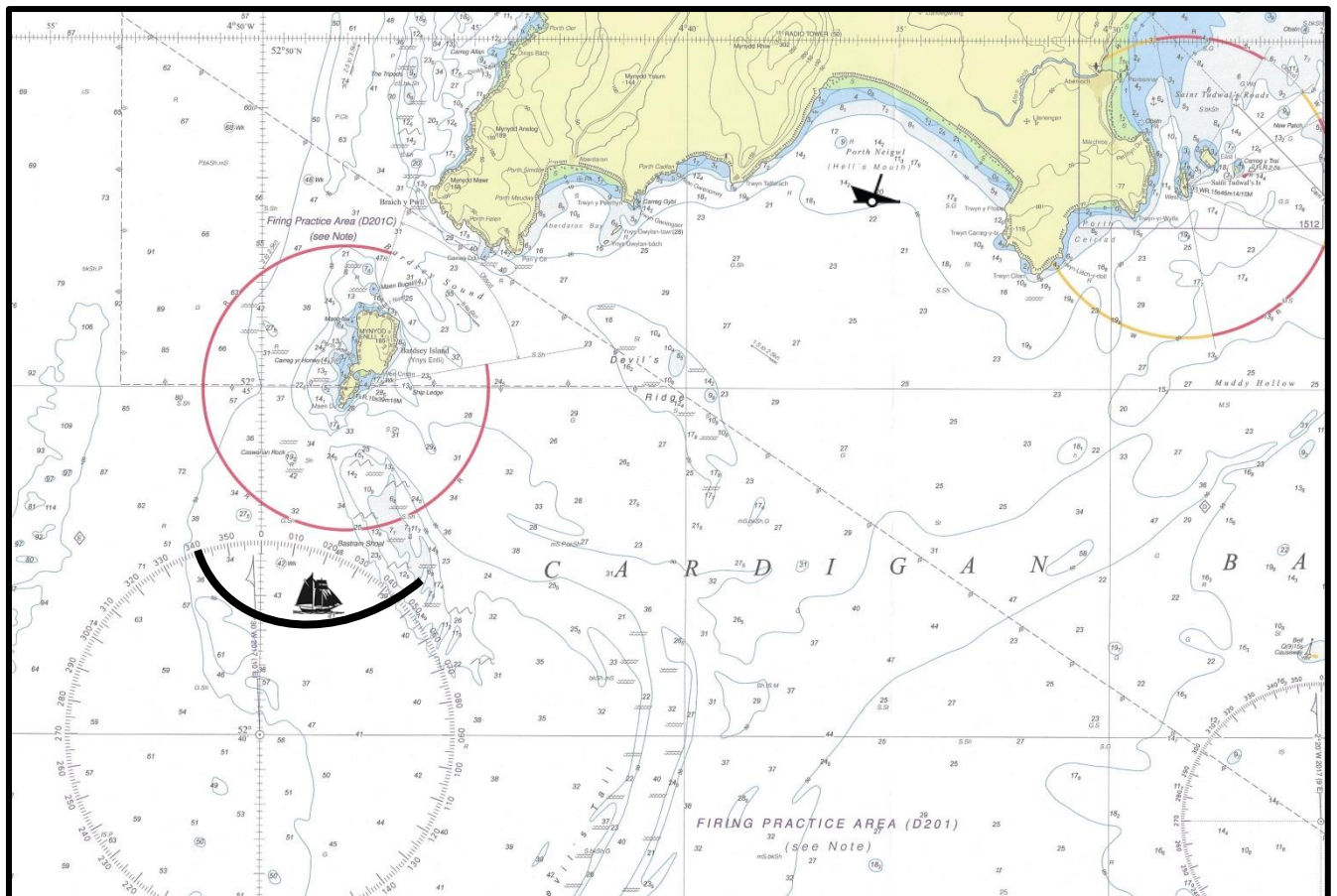


Fig.4 Admiralty Chart 1971 Cardigan Bay Northern Part showing 'Hells Mouth' and Bardsey Island

- 4.32 The above chart shows a very approximate position for the collision and subsequent sinking of the *Joseph Nicholson*, given only as 'near Hell's Mouth'.
- 4.33 The abandoned *Walter Ulric* was found abandoned 'three miles south of Bardsey Island'.
- 4.34 The arc shown on the chart is approximately three miles from Maen Du, the southernmost point of Bardsey Island, (Lat. 52° 44'.7N Long. 04° 48'.2 West) therefore the *Walter Ulric* could have been found anywhere in that area.
- 4.35 Her damage was repaired as the next time she is located in records is on 19 October 1895, arriving in Swansea with a cargo of cement from London.

### Slate Trader

- 4.36 The Author of *Porthmadog Ships*,<sup>13</sup> Emrys Hughes, followed the voyages of four Porthmadog schooners during the 1898 – 1903 period, the *John and Margaret*, the *Catherine and Margaret*, the *Ann and Jane Prichard* and the *Walter Ulric*.
- 4.37 He calculated that the *Walter Ulric* carried 3,400 tons in seventeen voyages, thirteen to Germany, and four coastwise.\*

\*See Table 3 - Slate Carrying Voyages Recorded by Emrys Hughes<sup>13</sup>

### **Marriage of the Captains Daughter**

4.38 The Cambrian News and Welsh Farmers Gazette for 11 and 18 March 1898 reported:

'Morris – Williams March 3<sup>rd</sup>. At the Sussex Road Welsh Calvinistic Methodist Chapel, Holloway, London, by the Rev W. Ryle Davies, Robert Owen Morris, of the schooner 'Excel' to Dorothy, daughter Captain Evan Williams, 'Walter Ulric' of Portmadoc.

### **Another Collision**

4.39 The Shipping Gazette and Lloyds List of Tuesday 27 September 1898 reported:

'Walter Ulric – Bremen, Sep. 24 - The English schooner *Walter Ulric*, Williams, from Portmadoc with slates, which arrived here yesterday, was in collision during the night of Sept. 21 near the mouth of the Weser with an unknown steamer, steering in the same direction.

The schooner had her stern damaged, but not severely, and she remains tight; no damage to cargo; the steamer proceeded.'

### **More Damage**

4.40 The Shipping Gazette and Lloyds List of 09 October 1899 reported:

'Shoreham, Oct 7. – The schooner *Walter Ulric*, Williams, from Stromstad, reports having carried away main boom and damaged bulwarks.

### **Grounding at Cuxhaven Roads**

4.41 The Evening Express of Monday 12 August 1901 reported:

'*Walter Ulric*, British Schooner, Portmadoc for Harburg, slates, grounded at Cuxhaven Roads; afterwards assisted off, undamaged; proceeded in tow.'

4.42 In the first week of March 1903 the *Walter Ulric* arrived at Porthmadog, in ballast, from an unnamed Irish Port.<sup>13</sup>



Fig.5 The *Walter Ulric*, a Morocco Coast trader, at Bristol, 1906

### Heavy Weather

4.43 The Shipping Gazette and Lloyds List of Thursday 31 January 1907 reported:

'Bridlington - Heavy northerly gale - the schooner *Walter Ulric*, of Carnarvon, with slates, for Hartlepool, has also to be assisted in after slipping anchor and chain, along with the ketch *Canterbury Bell*, the barquentine *Countess of Devon* and the brigantine *Flirt*'.

### Grounding off Halt Ferry

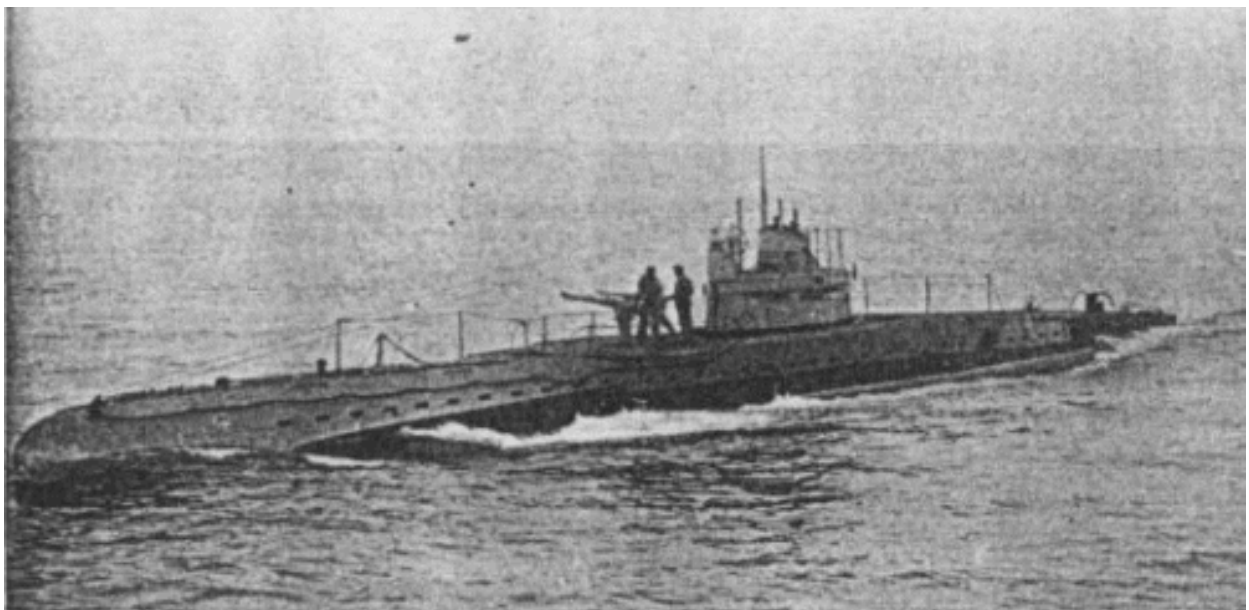
4.44 The Shipping Gazette and Lloyds List of Thursday 30 April 1908 reported:

Papenburg, April 27. - the schooner *Walter Ulric*, from Portmadoc, with slates, grounded off Halt Ferry when coming up the Ems in tow of a tug, but floated with rising water and arrived here apparently undamaged.

Emrys Hughes notes in 'Porthmadog Ships'<sup>13</sup> that records from the Porthmadog Mutual Ship Insurance Society show that in 1911/12 that the *Walter Ulric* was valued at £964.

**Loss of the *Walter Ulric* during World War 1**

- 4.45 On 12 July 1916 she was sold to A.W. Chard of Commercial Chambers, Falmouth.<sup>13</sup>
- 4.46 At the time of compiling this report no further voyages of the *Walter Ulric* were located between 1908 and her loss on 29 March 1917 but it is apparent she continued transporting cargoes as part of the war effort.
- 4.47 At the time of her loss she was carrying a cargo of 190 tons of coal from Cardiff to Caen, a port city in northern France's Normandy region.<sup>12</sup>
- 4.48 She carried a crew of five with the Master being Captain Christopher Wall, the other crew members were:
- John Judd                Mate
  - Patrick Bergin        Able Seaman
  - John Bergin            Ordinary Seaman
  - John Walsh            Cook
- 4.49 *Walter Ulric* was in company with the schooner *Conoid*, 165 tons, operated by Theophilus W. Couch of Pentewan, Cornwall.<sup>12</sup>
- 4.50 At about 8am at a position four miles north of Cape Barfleur (49° 47' 00N; 01° 15' 00W) the vessels were approached by a German submarine, *UB40*, a coastal torpedo attack boat.<sup>12</sup>

Fig.6 *UB40* in 1916

- 4.51 Captained by Oberleutnant zur See Hans Howaldt the German submarine appeared almost alongside the *Conoid* and started a crippling bombardment with her deck gun.<sup>6</sup>



Fig.7 Oberleutnant zur See Hans Howaldt

- 4.52 The Germans gave the crew no chance to get themselves together and one shell even smashed their lifeboat to pieces.<sup>12</sup>
- 4.53 In desperation they dug out a small 12ft dinghy and in a very choppy sea managed to get clear of their sinking vessel.
- 4.54 They left just in time, for the *Conoid* sank within minutes of their leaving.
- 4.55 Setting a course for the French coast, which was quite close, they landed at St Vaast-la-Hougue later the same day.
- 4.56 The surviving crew reported that they saw the submarine chase off after the *Walter Ulric* and gunfire was heard coming from her general direction.
- 4.57 However, as darkness was falling at the time, they were unable to see whether she was sunk or managed to give the submarine the slip.
- 4.58 The Admiralty records stated that there was no knowledge of her whereabouts and concluded that it was most likely she was sunk by the submarine.
- 4.59 She was posted as missing 29 March 1917.
- 4.60 The Scotsman of Thursday 05 July 1917 reported:
- ‘MISSING VESSELS
- ‘The following three vessels, previously referred to as overdue, were yesterday posted at Lloyd’s as missing:- Schooner *Walter Ulric*, of Carnarvon (Wall, master), which sailed from Cardiff for Caen on March 11 last with coal, and left Falmouth on March 28.
- (The ketch *Princess*, of Goole and the *Vine Branch*, of Sunderland were the other two vessels referred to in the full report.)
- 4.61 The same facts were also reported in the Yorkshire Post of the same date.

- 4.62 However, although the *Conoid* was claimed to have been sunk by Oberleutnant zur See Hans Howaldt, and is recorded as such for *UB40*, the *Walter Ulric* is not, nor is she claimed to have been sunk by any other U-boat in the records that have been located at the time of this report.
- 4.63 The names of the crew are recorded at the Tower Hill War Memorial dedicated to Merchant Seaman 'With no grave but the sea'.<sup>7</sup>



Fig.8 Memorial plaques to the crew of the *Walter Ulric*

## 5.0 Research Methodology

5.1 Equipment used to access the internet included:

- HP Pavilion 'g series' laptop operating on Windows 10
- Apple iPad Pro

5.2 Internet access via BT

5.3 Web browsers used were Internet Explorer and Google

5.4 Although a web based exercise, in order to fully research the vessel's history and others in the future, a number of second-hand books were purchased from internet sellers, usually via AbeBooks.

5.5 With no prior knowledge of the *Walter Ulric*, initially random searches were carried out on the internet using her name.

5.6 As information was collected, other search terms were used such as the name of the builder and the German submarine UB40

5.7 Having been involved in a collision with the *Joseph Nicholson* her name was also used as a search term.

5.8 Web based maritime archive sources were checked for information.

5.9 Web based newspaper archive sources were checked for information.

5.10 The RNLI archive was also checked but no records were found of any lifeboat being involved in the rescue of crew from either the *Walter Ulric* or *Joseph Nicholson*.

5.11 Where there were a number of sources relating to an incident that matched with very similar information i.e. different newspapers, it was taken as correct unless otherwise proved.

5.12 As the detail of the collision between the *Walter Ulric* and the *Joseph Nicholson* came from a number of different sources, published at different times, the information has been amalgamated in order to keep a chronological order of the events.

5.13 The information used can be found in its original context in the Newspaper Reports Table at Appendix 2 or referenced to the original source at the end of the report.

## 6.0 Results

Table 1. General Information

Vessel	Name/s	Walter Ulric
	Type	Schooner
Built	Date	October 1875
	Where	Nevin (Nefyn)
	Builder	Mr Owen Griffith
Construction	Materials	Wood, Iron Bolts
	Decks	
Propulsion	Type	Sail
	Details	Two masts
Dimensions	Length	85.8 ft
	Beam	22.5 ft
	Draught	10.9 ft
Tonnage	Gross	112
	Under Deck	112
	Net	98
Owners	1875	Rees, Evans & Co.
	1876	Rees, Evans & Co.
	1884	Rees, Evans & Co.
	1883	Rees, Evans & Co.
	1889	Rees, Evans & Co.
	1894	E. Williams
	1896	E. Williams
	1897	E. Williams
	1898	E. Williams
	1899	E. Williams
	1917	A.W. Chard, Commercial Chambers, Falmouth
Registry	Port	Carnarvon
	Reg. No.	70309
	Flag	
	Call sign	P.G.H.T.
Port of Survey	1875	Bng.
	Class	A1
Routes	From	Portmadoc
	To	Foreign trade (built for the Morocco trade route)
Cargo	General	Slate, Cement, Asphalt, Timber, Oilcake, Manure
Master	1875	R. Hughes Lloyds Register
	1876	R. Hughes Lloyds Register
	1883	R. Hughes Lloyds Register

	1884	R. Hughes Lloyds Register
	1889	Owen Lloyds Register
	1893	Evans (The Norwich Mercury 25 Nov 1893)
	1894	Captain E. Williams (Lloyds Register)
	1897	Captain E. Williams / Captain J Williams (Lloyds Register)
	1898	Captain Evan Williams (Cambrian News 11 March 1898) Captain W. Williams (Lloyds)
	1899	Captain Williams (Shipping Gazette and Lloyds List 09 October 1899) Captain O. Williams (Lloyds)
	1900	Captain Williams (Cambrian News 04 May 1900)
	1903	Captain Williams (Cardigan Bay Visitor 26 Sept 1903)
	1904	Captain Williams (The Cambrian News 01 July 1904)
	1907	Captain Williams (The North Wales Express)
	1917	Captain Christopher Wall

Lloyds Register	Result	Notes
1875	Registered	
1876	Registered	<a href="https://babel.hathitrust.org/cgi/pt?id=mdp.39015068435372&amp;view=1up&amp;seq=778">https://babel.hathitrust.org/cgi/pt?id=mdp.39015068435372&amp;view=1up&amp;seq=778</a>
1883	Registered	<a href="https://archive.org/details/HECROS1883/page/n861/mode/2up?q=Walter+Ulric">https://archive.org/details/HECROS1883/page/n861/mode/2up?q=Walter+Ulric</a>
1884	Registered	
1889	Registered	<a href="https://archive.org/stream/lloydsregisters28unkngoog#page/n726/mode/2up/search/Walter+Ulric">https://archive.org/stream/lloydsregisters28unkngoog#page/n726/mode/2up/search/Walter+Ulric</a>
1893	Page not scanned	<a href="https://archive.org/stream/lloydsregisters49unkngoog#page/n12/mode/2up/search/Walter+Ulric">https://archive.org/stream/lloydsregisters49unkngoog#page/n12/mode/2up/search/Walter+Ulric</a>
1894	Registered	<a href="https://archive.org/stream/lloydsregisters12unkngoog#page/n566/mode/2up/search/Walter+Ulric">https://archive.org/stream/lloydsregisters12unkngoog#page/n566/mode/2up/search/Walter+Ulric</a>
1896	Unreadable	<a href="https://archive.org/stream/lloydsregisters04unkngoog#page/n513/mode/2up/search/walter+ulric">https://archive.org/stream/lloydsregisters04unkngoog#page/n513/mode/2up/search/walter+ulric</a>
1897	Registered	<a href="https://archive.org/stream/lloydsregisters27unkngoog#page/n434/mode/2up/search/walter+ulric">https://archive.org/stream/lloydsregisters27unkngoog#page/n434/mode/2up/search/walter+ulric</a>
1898	Registered	<a href="https://archive.org/stream/lloydsregisters14unkngoog#page/n408/mode/2up">https://archive.org/stream/lloydsregisters14unkngoog#page/n408/mode/2up</a>
1899	Registered	<a href="https://archive.org/stream/lloydsregisters97unkngoog#page/n42/mode/1up">https://archive.org/stream/lloydsregisters97unkngoog#page/n42/mode/1up</a>

## Shipping Movements

Table 2. Reports of *Walter Ulric's* movements found in newspaper archives:

<sup>9</sup> <https://newspapers.library.wales>

<sup>10</sup> <https://britishnewspaperarchive.co.uk>

Date	Location	Information	Source
15 April 1876	Lizard Signal Station	The Lizard, Saturday – Wind, N, light. Weather, fine. Passed east – Walter Ulric, of Carnarvon	South Wales Daily News <sup>9</sup> 17 April 1876 (Monday)
01 November 1876	Newport	SAILINGS Newport Dock – Nov. 1: Walter Ulric, Stuart, Cardiff	The Western Mail <sup>9</sup> 02 November 1876 (Thursday)
29 March 1880	Lizard Signal Station	The Lizard, Monday – Wind E, light. Weather fine to foggy. Passed West – schooner Walter Ulric of Carnarvon	South Wales Daily News <sup>9</sup> 30 March 1880 (Tuesday)
20 September 1888	Newcastle	LOADING AT NEWCASTLE Destination. Vessel. Tons. Captain. Brokers Bonanza, Walter Ulric, 98, Owens, Jenkins & Co	Shipping Gazette and Lloyd's List <sup>10</sup> 20 September 1888 (Thursday)
17 November 1888	Lynn	LYNN – Arrived Walter Ulric, Owen, (17) Morocco	Shipping Gazette and Lloyd's List <sup>10</sup> 19 November 1888 (Monday)
12 July 1889 tbc	Elsinmore	WRECKS AND CASUALTIES The British schooner Walter Ulric, from Portmadoc for Copenhagen, with a cargo of slates, grounded at Elsinore, but was afterwards towed off.	South Wales Daily News <sup>9</sup> 12 July 1889 (Friday)
09 September 1889	Cardiff	SAILINGS West Bute Dock – Sept. 9. – Walter Ulric (Owens) Lisbon	The Western Mail <sup>9</sup> 10 September 1889 (Thursday)
14 January 1890	Orme's Head	Walter Ulric – Liverpool, Jan 16, 11 4 a.m. – The Walter Ulric, of Caernarvon, when off Orme's Head on the 14 <sup>th</sup> inst. Last, during heavy squall, lost foretopsail and about 20 feet of bulwark; vessel put back to river	Shipping Gazette and Lloyd's List <sup>10</sup> 16 January 1890 (Thursday)
22 August 1890	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Sailed: Walter Ulric, Copenhagen.	Carnarvon and Denbigh Herald <sup>9</sup> 22 August 1890 (Friday)
04 February 1891	Lizard Signal Station	The Lizard, Wednesday – Wind NW, light. Weather hazy. Passed West – Walter Ulric, of Carnarvon.	South Wales Daily News <sup>9</sup> 05 February 1891 (Thursday)
04 February 1891	Swansea Bay Signal Station Mumbles Lighthouse	Wednesday – Wind, WSW light. Weather overcast. Sea smooth. Passed West – Walter Ulric of Carnarvon	South Wales Daily News <sup>9</sup> 05 February 1891 (Thursday)
11 June 1892	Aberdovey	Aberdovey – Shipping On Saturday, the schooner 'Walter Ulric' (Captain Simon) arrived here with a cargo of timber from Drumman, Norway.	The Cambrian News and Welsh Farmers Gazette <sup>9</sup> 17 June 1892 (Friday)

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30 May 1893	Nykjobing Denmark tbc	WALTER ULRIC – Feio, June 1. – The English schooner Walter Ulric, from Portmadoc for Nykjobing, with slates, stranded May 30 on the NE side of Feino, but will probably be got afloat. Steamer assistance has been requested.	Shipping Gazette and Lloyd's List <sup>10</sup> 05 June 1893 (Monday)
16 November 1893 tbc	At sea	AN IPSWICH BOUND VESSEL SAVED BY OIL BAGS The Welsh schooner, Walter Ulric, 98 tons register, Evans master, from Hamburg with a cargo of oilcake, which arrived in Ipswich Dock on Wednesday morning, experienced the full force of the recent gales, having left port on Thursday in last week. The crew state that the gale struck them suddenly, and they had to let go everything – had to let the sails fly; the decks by this time being full of water, with a fearful sea running. The little ship was 'hove to' under a close reefed mainsail, and bags filled with oil (punctured so as to let the oil gradually escape) were put overboard to windward and amidships, as recommended by the Board of Trade, which kept the heavy seas from breaking, and no doubt saved the crew, who had lashed themselves round the waist to something secure on deck, and one man to the wheel, to prevent being washed overboard. The crew speak highly of the use of oil on the waves, and when the stock of oil was exhausted the bags were replenished with varnish. The vessel received no damage, though it is probable the cargo is damaged by seawater	The Norwich Mercury <sup>10</sup> 25 November 1893 (Saturday)
21/12/1893	Margate	Walter Ulric – Deal, Dec. 21, 4 15pm. – Schooner Walter Ulric of Caernarvon, from London for Dublin, with patent manure, is at anchor in the downs, having been compelled to slip anchor and 60 fathoms of chain last night to save her running into Margate jetty.	Shipping Gazette and Lloyd's List <sup>10</sup> 22/12/1893 (Friday)
22/12/1893	Dover	Walter Ulric – Dover, Dec. 22, 8 a.m. – schooner Walter Ulric, of Portmadoc, London, with manure, for Dublin, put in and Captain reports having been compelled to slip from anchor and 60 fathoms cable.	Shipping Gazette and Lloyd's List <sup>10</sup> 22/12/1893 (Friday)
21 November 1894 tbc	Cuxhaven, Germany	WRECKS AND CASUALTIES The schooner Walter Ulric has returned to Cuxhaven with bulwarks and rigging damaged by collision with Lightship No 2.	South Wales Daily News <sup>9</sup> 21 November 1894 (Wednesday)

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26 January 1895 tbc	Larne Lough County Antrim Northern Ireland	The schooner 'Walter Ulric', of Carnarvon, in beating out of Larne Lough, collided with the steamers 'Mona' of Greenock, and the 'Nugget' of Glasgow, doing considerable damage to the 'Mona' and slight damage to the 'Nugget'. The schooner was damaged above the water line, and will repair before proceeding. The steamers left on Tuesday night, the 'Nugget' for Glasgow and the 'Mona' for Ayr.	The North Wales Chronicle and Advertiser for the Principality <sup>9</sup> 26 January 1895 (Saturday)
14 February 1895	Hells Mouth Cardigan Bay	A SCHOONER SUNK IN CARDIGAN BAY A disastrous collision took place on Thursday, near Hell's Mouth, Cardigan Bay, between two Portmadoc schooners, named 'Joseph Nicholson' and 'Walter Ulric' which were homeward bound. The 'Joseph Nicholson' was sunk and the 'Walter Ulric' received considerable damage. The crews of both vessels were saved.	Carnarvon and Denbigh Herald and North and South Wales Independent <sup>9</sup> 15 February 1895 (Friday)
18 February 1895	Cardiff	SALVAGE BY A CARDIFF BOUND STEAMER The SS Emily arrived in the West Dock, Cardiff, on Monday, and reported that on Thursday last, on the passage from Portaferry to Cardiff, she came across the schooner Walter Ulric abandoned in the Irish Sea, which vessel had been in collision with the Joseph Nicholson, both bound for Portmadoc, in ballast. The schooner's foremast had been carried away, the forecastle destroyed, and other damage sustained. It was blowing a gale from the S.E. when she was sighted by the Emily, but the steamer eventually succeeded in taking her in tow and bringing her into Holyhead.	South Wales Daily News <sup>9</sup> 19 February 1895 (Tuesday)
14 February 1895	Hell's Mouth Cardigan Bay	A SCHOONER SUNK IN CARDIGAN BAY A disastrous collision took place on Thursday, near Hell's Mouth, Cardigan Bay, between two Portmadoc schooners, named 'Joseph Nicholson' and 'Walter Ulric' which were homeward bound. The 'Joseph Nicholson' was sunk and the 'Walter Ulric' received considerable damage. It was said one of the vessels had been in about four collisions during the present voyage. The crews of both vessels were saved. The news caused great excitement at Portmadoc. A Holyhead correspondent writes: The schooner 'Walter Ulric' of Carnarvon, was picked up at ten o'clock on Thursday during a south-south-east gale three miles south of Bardsey Island, with the loss of the foremast and abandoned by the crew.	The North Wales Express <sup>9</sup> 22 February 1895 (Friday)

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		She was towed into the Old Harbour, Holyhead, by the steamer 'Emily' of Glasgow, Captain Guy, which is on a voyage from Portaferry to Cardiff. The schooner is left in charge of captain Jones, Lloyd's agent, until salvage claims are arranged.	
19 October 1895	Swansea	IMPORTS - Oct 19 London, Walter Ulric, 180 cement, order Bridgewater, Copious general	South Wales Daily News <sup>9</sup> 21 October 1895 (Monday)
28 August 1896	Portmadoc	SHIPPING - PORTMADOC Sailings: Walter Ulric, Williams, Bremen.	The North Wales Observer and Express <sup>9</sup> 28 August 1896 (Friday)
03 March 1898	Holloway, London	MARRIAGES Morris - Williams March 3 <sup>rd</sup> At the Sussex-road Welsh Calvinistic Methodist Chapel, Holloway, London, by the Rev W. Ryle Davies, Robert Owen Morris, of the schooner 'Excel' to Dorothy, daughter of Captain Evan Williams, 'Walter Ulric' of Portmadoc	The Cambrian News and Welsh Farmers Gazette <sup>9</sup> 11 March 1898 (Friday) and 18 March 1898 (Friday)
21 April 1898	Dublin	A correction - The agents of the schooner Walter Ulric, from Bremen, with asphalt, are Messrs Doyle and Co. of 21 Eden Quay, and not Messrs Betson and Co, as reported in yesterday's issue.	The Irish Daily Independent <sup>10</sup> 22 April 1898 (Friday)
21 September 1898	At sea	WRECKS AND CASUALTIES The British schooner Walter Ulric, from Portmadoc, arrived at Bremen with stern stove in, having collided at sea with a vessel, name unknown, which proceeded.	South Wales Daily News <sup>9</sup> 27 September 1898 (Tuesday)  The Western Mail <sup>9</sup> 27 September 1898 (Tuesday)
21 September 1898	At sea	WALTER ULRIC - Bremen, Sept. 24. - The English Schooner Walter Ulric, Williams, from Portmadoc with slates, which arrived here yesterday, was in collision during the night of Sept. 21 near the mouth of the Weser with an unknown steamer, steering in the same direction. The schooner had her stern damaged, but not severely, and she remains tight; no damage to cargo; the steamer proceeded.	Shipping Gazette and Lloyd's List <sup>10</sup> 27 September 1898 (Tuesday)
07 October 1899	Shoreham	WALTER ULRIC - Shoreham, Oct 7. - The schooner Walter Ulric, Williams, from Stromstad, reports having carried away main boom and damaged bulwarks.	Shipping Gazette and Lloyd's List <sup>10</sup> 09 October 1899 (Monday)
04 May 1900 tbc	Portmadoc	SHIPPING - Arrivals 'Walter Ulric' Captain Williams, Copenhaged	The Cambrian News and Welsh Farmers Gazette <sup>9</sup> 04 May 1900 (Friday)
10 August 1901	Cuxhaven Roads Harburg	SHIPPING CASUALTIES Walter Ulric, British Schooner, Portmadoc for Harburg, slates, grounded Cuxhaven Roads; afterwards assisted off, undamaged; proceeded in tow	Evening Express <sup>10</sup> 12 August 1901 (Monday)

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26 September 1903 tbc	Portmadoc	Shipping – Arrived Walter Ulric, Williams, kirkudbright	The Cardigan Bay Visitor <sup>9</sup> 26 September 1903 (Saturday)
01 July 1904 tbc	Portmadoc	Shipping - Arrived Walter Ulric, Williams, Papenburg.	The Cambrian News and Welsh Farmers Gazette <sup>9</sup> 01 July 1904 (Friday)
18 January 1907 tbc	Portmadoc	LOCAL SHIPPING NEWS - Portmadoc Sailed – <b>Walter Ulric</b> , Williams, West Hartlepool	The North Wales Express <sup>9</sup> 18 January 1907 (Friday)
30 January 1907	Bridlington	Heavy northerly gale – the schooner Walter Ulric, of Carnarvon, with slates, for Hartlepool, has also to be assisted in after slipping anchor and chain. (along with the Ketch <i>Canterbury Bell</i> , the barquentine <i>Countess of Devon</i> and the brigantine <i>Flirt</i> )	Shipping Gazette and Lloyds List <sup>9</sup> 31 January 1907 (Thursday)
27 April 1908	Papenburg Germany	WALTER ULRIC, - Papenburg, April 27. – the schooner Walter Ulric, from Portmadoc, with slates, grounded off Halt Ferry when coming up the Ems in tow of a tug, but floated with rising water and arrived here apparently undamaged.	Shipping Gazette and Lloyd's List <sup>10</sup> 30 April 1908 (Thursday)
29 March 1917	At sea	MISSING VESSELS The following three vessels, previously referred to as overdue, were yesterday posted at Lloyd's as missing:- Schooner Walter Ulric, of Carnarvon (Wall, master), which sailed from Cardiff for Caen on March 11 last with coal, and left Falmouth on March 28. The ketch <i>Princess</i> , of Goole and the <i>Vine Branch</i> , of Sunderland were the other two vessels referred to in the full report.	The Scotsman <sup>10</sup> 05 July 1917 (Thursday)
29 March 1917	At sea	SHIPPING NOTES - London, Wednesday Night. Several important vessels were today officially posted as 'missing' at Lloyd's. The Goole schooner Princess, which left on March 22, and is posted as 'missing' ought to have arrived in about a week from the time of sailing, and the schooner Walter Ulric, outward bound, which has also disappeared, has never reported since she left on March 28. The men (20) on the Princess have also lost their lives.	The Yorkshire Post <sup>10</sup> 05 July 1917 (Thursday)

Table 3. Slate Carrying Voyages Recorded by Emrys Hughes<sup>13</sup> \*

<b>Date</b>	<b>Destination Port</b>
28/10/1897	Bremen
07/03/1898	Bremen
18/06/1898	Stettin
30/12/1898	London
11/04/1899	Kiel
28/07/1899	Belfast
19/08/1899	Kiel
02/12/1899	Belfast
30/01/1900	Faversham
03/04/1900	Papenburg
22/10/1900	Harburg
17/04/1901	Bremen
01/08/1901	Harburg
30/09/1901	Bremen
28/10/1902	Bremen
05/03/1903	Harburg

\*Although in the text of the book, Porthmadog Ships, it references seventeen voyages, only the above sixteen are recorded.

## 7.0 Analysis and Conclusions

- 7.1 No other historical or archaeological reports could be found relating to the *Walter Ulric* and most of the information came from contemporary newspaper sources.
- 7.2 With the newspapers of the 19<sup>th</sup> Century being the only real means of communication, the whereabouts of trading vessels were well documented, from sightings by Signal Stations, as well as arrivals and departures from a port with where they had come from and where they were heading too next.
- 7.3 Newspaper Archives that produced very useful information for this project included:
  - <https://newspapers.library.wales>  
For shipping news
  - <https://www.britishnewspaperarchive.co.uk>  
For shipping news
- 7.4 A more surprising reference to the *Walter Ulric* was found in an online 'Index to named ships starting with the letter W in Watercraft Philately'. The index indicated although she is not actually pictured on a stamp the ship is mentioned in text in volume 29.<sup>8</sup>
- 7.5 At the time of this report the actual publication has not been located and an email to the address found requesting any information has not received any reply
- 7.6 Therefore, there was plenty of information available in order to follow the voyages of a typical trader of the period and any incidents they were involved in.
- 7.7 Because the *Walter Ulric* was a well-known vessel from Portmadoc most books relating to the maritime history of the area make mention of her to some degree or other.
- 7.8 However, there was one significant question which remained unanswered and that is 'how did the crews of the *Walter Ulric* and *Joseph Nicholson* manage to get to safety?'
- 7.9 No record of RNLI lifeboats being involved could be found, and their records of rescues are very meticulous.
- 7.10 No record could be found of any other vessel being involved in picking up the crews from their boats, or a place of landing.
- 7.11 The Royal Museums Greenwich Collection also holds two records of Crew Lists, Agreements and Official Logs for the *Walter Ulric*.
- 7.12 Whilst the Crew Lists are visible on the website, and recorded within this report at Appendix A, the other records need to be requested and this will be done at a later date when this report is revised.
- 7.13 Another question which remains unanswered is that of her final loss.

- 7.14 In Neil Maw's book, the record for the *Conoid* suggests the action took place at 8am, however the record for the *Walter Ulric* says the survivors saw the submarine chase off after the *Walter Ulric* and gunfire was coming from the general direction and more importantly '*as darkness was falling at the time, they were unable to see whether she was sunk or managed to give the submarine the slip.*'
- 7.15 German U-boat records are quite comprehensive and it would seem unusual that Oberleutnant zur See Hans Howaldt would claim to have sunk the *Conoid* but make no reference to sinking the *Walter Ulric* or 'another wooden vessel' at the same time.
- 7.16 However, even if she did manage to escape the gun of the *UB40* another fate befell her and she was still lost with all hands.

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<sup>2</sup>[http://www.rhiw.com/y\\_mor/adeiladu\\_llongau/nefyn.htm](http://www.rhiw.com/y_mor/adeiladu_llongau/nefyn.htm)

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<sup>3</sup>[http://www.rhiw.com/y\\_mor/shipwrecks/shipwrecks\\_II.htm](http://www.rhiw.com/y_mor/shipwrecks/shipwrecks_II.htm)

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<sup>4</sup><http://www.penllyn.com/1/Hanes/morwrol/llynellamser2.HTML#1880>

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(Accessed 03 May 2020)

<sup>5</sup><http://www.aberdaronlink.co.uk/downloads/maritime-dates.pdf>

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<sup>6</sup>[https://www.uboaat.net/wwi/ships\\_hit/losses\\_year.html?date=1917-03](https://www.uboaat.net/wwi/ships_hit/losses_year.html?date=1917-03)

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<sup>7</sup><https://www.benjidog.co.uk/Tower%20Hill/WW1%20W%20A%20Massey%20to%20War%20Baron.html>

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- <sup>11</sup>Hughes, H. (1977) *Immortal Sails – A Story of a Welsh Port and some of its Ships*, T. Stephenson & Sons Ltd, Prescot.
- <sup>12</sup>Maw, N. (1999) *World War One Channel Wrecks – Vessels Lost in the English Channel 1914-1918* Underwater World Publications Ltd, Teddington.
- <sup>13</sup>Hughes, E. and Eames, A. (1975) *Porthmadog Ships* Gwynedd Archives Service

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- <sup>15</sup><https://lifeboatmagazinearchive.rnli.org/>  
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- <sup>16</sup><https://collections.rmg.co.uk/archive/objects/624758.html>  
Crew List: Agreements and Official Logs for Ship Walter Ulric, Official Number 70309  
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Crew List: Agreements and Official Logs for Ship Walter Ulric, Official Number 70309  
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(Accessed 28/09/2020)
- <sup>19</sup><https://babel.hathitrust.org/cgi/pt?id=mdp.39015068435372&view=1up&seq=778>  
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## Appendices

### Appendix A – Crew Lists

<https://collections.rmg.co.uk/archive/objects/624758.html>

Crew List: Agreements and Official Logs for Ship *Walter Ulric*, Official Number 70309

Date made: 1915

Reference: RSS/CL/1915/3379/47

Name	Rank / Rating	Age	Place of Birth	Previous Ship
Evan O Williams	Master	38	Borthy Gyst, Portmadoc	<i>Walter Ulric</i>
Richard W Owen	Mate	29	Afonwen	<i>Walter Ulric</i>
Robert Williams	Able Seaman	32	Borthy Gyst, Portmadoc	<i>Walter Ulric</i>
Daniel R Jones	Ordinary Seaman	15	Borthy Gyst Portmadoc	<i>Walter Ulric</i>
William G Evans	Cook and Ordinary Seaman	15	Blaenau Festiniog	<i>Walter Ulric</i>

<https://collections.rmg.co.uk/archive/objects/624760.html>

Crew List: Agreements and Official Logs for Ship *Walter Ulric*, Official Number 70309

Date Made: 1915

Reference: RSS/CL/1915/3379/48

Name	Rank / Rating	Age	Place of Birth	Previous Ship
Evan O Williams	Master	37	Portmadoc	<i>Same Ship</i>
Henry Williams	Mate	37	Abersoch	<i>Same Ship</i>
Alfred Fredrickson	Able Seaman	56	Sweden	<i>Same Ship</i>
Daniel Davies	Seaman	19	Portmadoc	<i>Same Ship</i>
Evan O Morris	Cook and Ordinary Seaman	14	Borthy Gyst, Portmadoc	<i>Same Ship</i>
Richard W Owen	Mate	29	Afonwen	<i>Eskwood of Middlesborough</i>
Robert Williams	Seaman	35	Borthy Gyst, Portmadoc	<i>Sarah Evans of Carnarvon</i>
William Griffith Evans	Cook and Ordinary Seaman	15	Blaenau Festiniog	<i>First Voyage</i>
Daniel Rees Jones	Ordinary Seaman	15	Portmadoc	<i>Cadwalader Jones of Carnarvon</i>