



Report Title: **Welsh Wreck Web Research Project:**  
A 2020/21, Covid-19, volunteer, on-line,  
research project, investigating vessels that  
have been involved in maritime incidents in the  
North Cardigan Bay area of West Wales.

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## 1.0 Abstract

During 2020, the Covid-19, coronavirus pandemic, struck with a vengeance, and restrictions, with lockdowns for months, became the norm for communities in many countries around the world.

For people with an interest in maritime archaeology, diving and site visits were inevitable put on hold, and the Nautical Archaeology Society (NAS) sent out a plea for ideas that would help their members maintain an enthusiasm in the subject, while at the same time protecting themselves, and others around them, from catching the virus.

Between 2002 & 2009 the Malvern Archaeological Diving Unit (MADU) had been involved with investigating a shipwreck in the north Cardigan Bay area of West Wales. During this exercise, a database, listing over 450 shipwrecks and vessels that had been involved in maritime incidents in this area had been compiled, and from this list, the **"Welsh Wreck Web Research Project"** evolved.

People who were interested in carrying out some research from the safety of their home, were invited to undertake on-line investigations into vessels from the database, and to follow this up with a report on their findings.

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## 2.4 Contributors

### Organisations:

Council for British Archaeology – Wales (CBA).

For assistance with publicity via their newsletters.

Nautical Archaeology Society (NAS).

For assistance with publicity via their web site & e-mail circulations, plus providing free access for the project's researchers to the British Newspaper Archives (BNA).

Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW).

For assistance with publicity through social media.

UK Hydrographic Office (UKHO).

For providing a free copyright licence and permission to use Admiralty Chart No. SC 1971 (Cardigan Bay, Northern Part).

### Individuals:

Sue Barker (Malvern Archaeological Diving Unit).

For all the work put in compiling the initial database of vessels.

Mark Beattie-Edwards / Peta Knott / Sara Hasan (Nautical Archaeology Society)

For their combined help and assistance with the running of the project.

Robert Cadwalader (Porthmadog Maritime Museum).

For generously sharing his years of knowledge and personal research with the project's researchers.

Chris Holden (Calgo Publications).

For generously sharing his years of knowledge and personal research with the project's researchers.

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## 2.5 Abbreviations

BNA	British Newspaper Archive
CBA	Council for British Archaeology
CV	Curriculum Vitae
DEGUWA	Deutsche Gesellschaft zur Förderung der Unterwasserarchäologie (German Society for the Promotion of Underwater Archaeology)
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
RIB	Rigid Inflatable Boat
UKHO	UK Hydrographic Office



Following designation, the Malvern Archaeological Diving Unit (MADU) were asked by Cadw to carry out further investigations in an attempt to confirm (or otherwise) the vessels identification, and over the course of the next few years, underwater inspections of the site, were carried out, and compared with known historical data relating to the *Diamond*.

After 8 years of investigations, it was generally agreed that the wreck on the site was not that of the *Diamond* (Cundy 2009), however this obviously posed a subsequent question. If the wreck MADU had been diving on wasn't the *Diamond*, what was it?

In an attempt to answer this question, research into other vessels that were known to have been lost in the area was carried out, with the initial investigations being centred around a map from *Shipwrecks of North Wales* by Ivor Wynne Jones (see Figure 3).

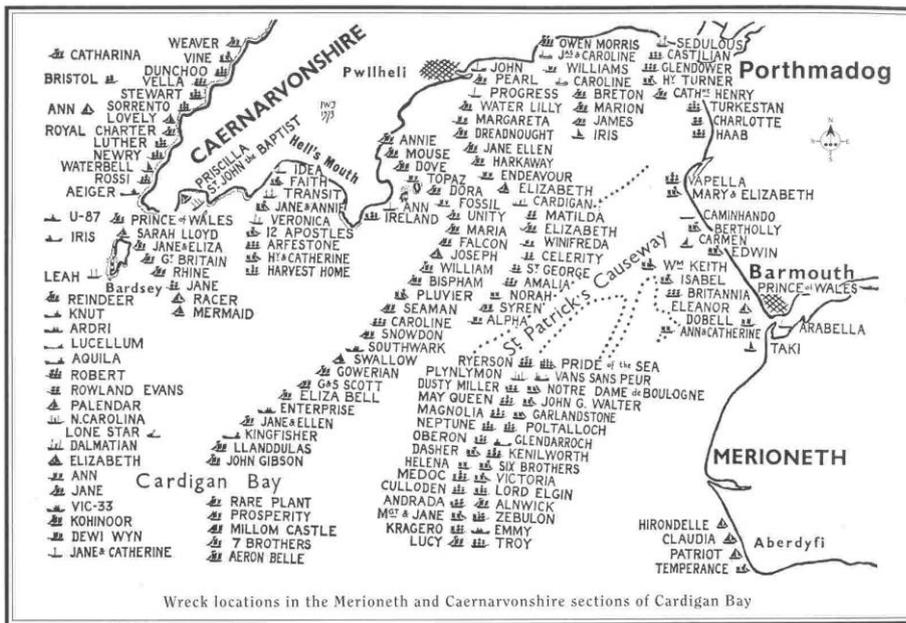


Figure 3. Map showing many of the shipwrecks in the North Cardigan Bay area of West Wales.

This map shows 174 wrecks, however by the end of the research carried out by Sue Barker, a database of 453 vessels, dating from 1590 – 1993 had been compiled, all of which were known to have either wrecked, or been involved in serious maritime incidents in the area (see Figure 4).

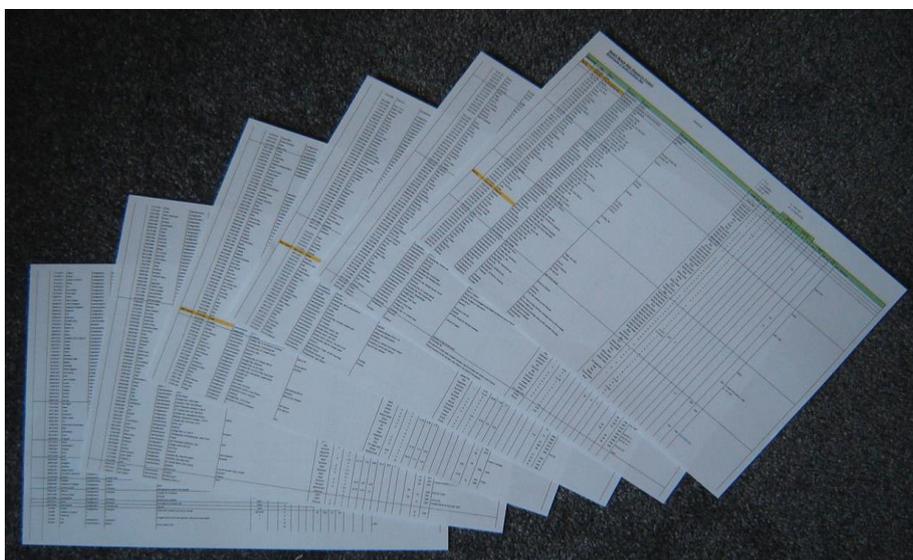


Figure 4. MADU's initial database, listing 453 vessels.

Moving forward in time to 2020, Covid-19 arrived, necessitating the wearing of masks and self distancing, together with periods of lockdowns being imposed on societies around the world. One of the many consequences of this was that diving and hands-on archaeological field work, together with face-to-face training courses run by the Nautical Archaeology Society came to an abrupt halt, and a request was circulated for ideas that might help people maintain their interest in maritime archaeology.

The Malvern Archaeological Diving Unit duly unearthed their old database of North Cardigan Bay vessels, most of which had never been investigated in any depth, and from this register of vessels, the "**www Research Project**" was developed.

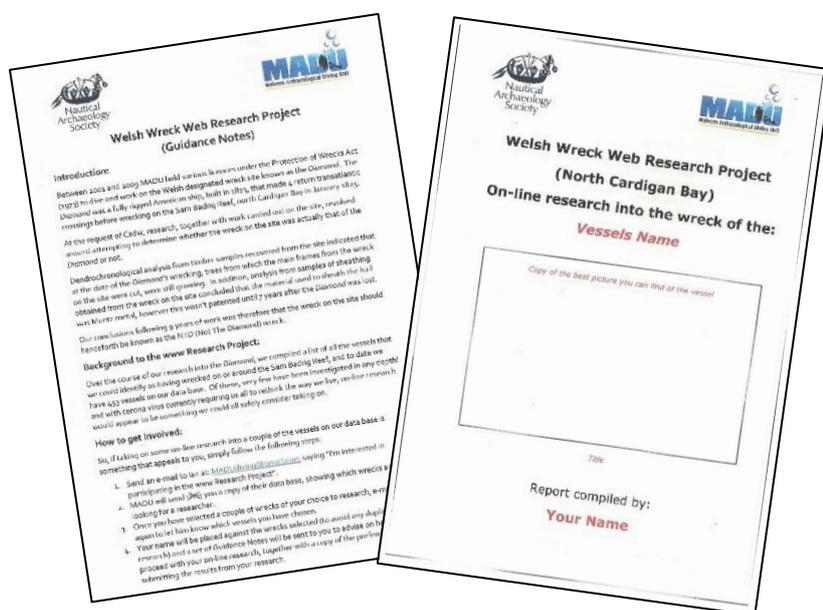
## 4.0 Methodology

### 4.1 General Notes

The “**Welsh Wreck Web Research Project**” was set up for anyone with an interest in carrying out some voluntary, on-line research, from the safety of their home, investigating any of the 453 vessels on the MADU database.

The main purpose of the project was to try and help people through the pandemic, by engaging them in something that might be of interest and that could absorb them in something away from other events going on around them. In the early part of 2020, it looked like the virus might involve months of restrictions on people’s movements, and the project was therefore designed as an activity, that people could dip in-and-out of as their time allowed. In addition, as a purely volunteer exercise, and in order not to increase the day-to-day pressures on people’s already difficult lives, the project was designed to have no financial commitments or time constraints.

People were invited to e-mail MADU to register their interest in the project, and in return, they were sent a digital copy of the database so that they could select any vessel (or vessels) that they would like to investigate. Their names were entered against the vessel/s on the database, and they were sent a set of Guidance Notes and a sample Report Template to help them get started (see *Figure 5*).



*Figure 5. The project's Guidance Notes and sample Report Template.*

A project web site was set up, and once the researchers had exhausted all their investigations and completed a report on their findings, they could submit their reports for inclusion in a table on the web site (see Appendix C). It was anticipated that at the conclusion of the project, any reports filed, would be made freely available and added to the existing Welsh Historic Maritime Record.

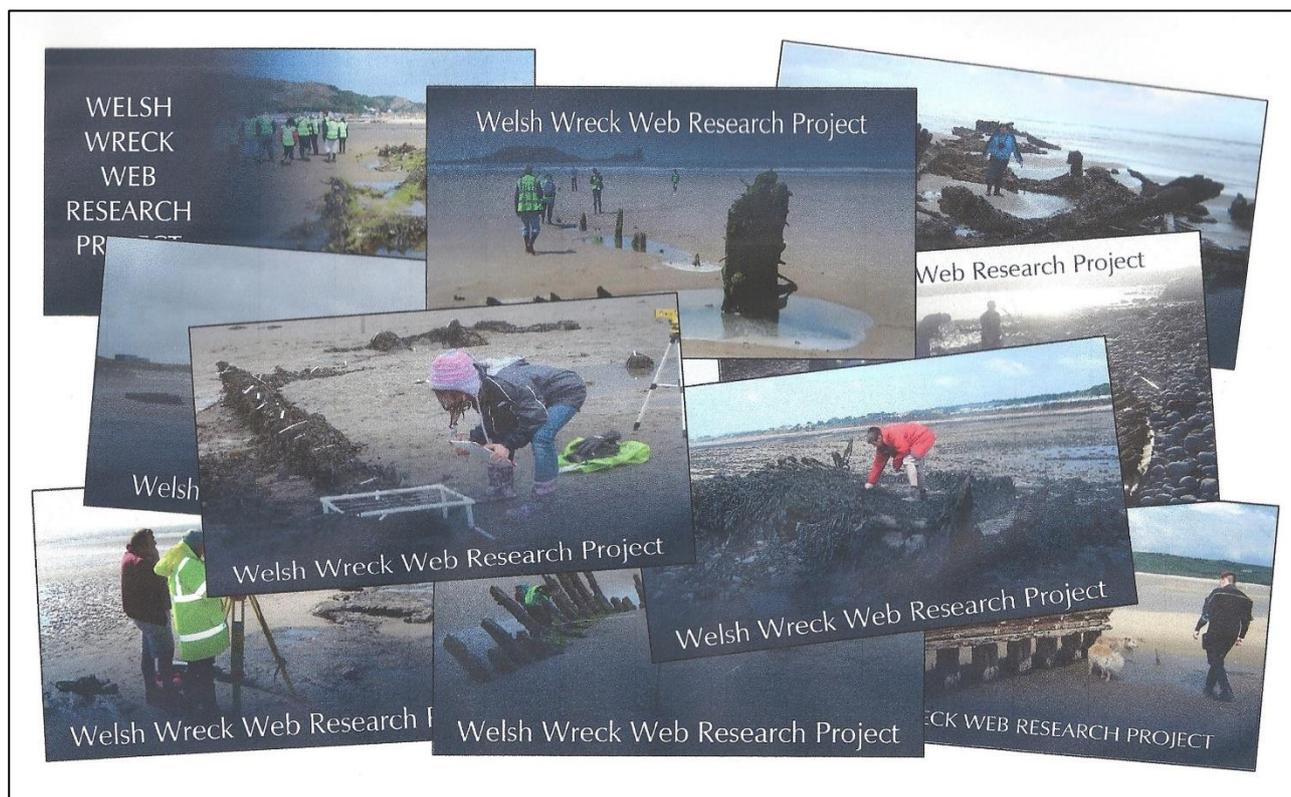
The project required no specific qualifications, and imposed no restrictions and conditions on anyone who might be interested in taking part, other than to have access to the internet. It was intended that the project would be open to all ages, and for everyone, regardless of their ability, knowledge, background, or previous experience of carrying out maritime research or reporting.

## 4.2 Publicity

Throughout the exercise, the Nautical Archaeology Society helped promote the project through their web site, see:

<https://www.nauticalarchaeologysociety.org/welsh-wreck-web-research-project>

In addition, the NAS also encouraged people to take part, by publicising the project, with information attached to pictures of Welsh intertidal maritime wreck sites in their "Discoveries" e-mail (see *Figure 6* and Appendix D). These e-mails are circulated weekly to NAS members and anyone else who has signed up to be kept informed about current event in maritime archaeology.



*Figure 6. Examples of publicity included in the weekly NAS "Discoveries" e-mails.*

NAS also very kindly offered to award credits towards future qualifications for any of their members who completed their research and submitted a report on their findings.

In the UK, during the periods of lockdown brought about by the virus, many people were inevitably forced to accept being furloughed from work, or even worse, being made redundant. Anyone who found themselves in these unfortunate situations, were reminded that, although they might be temporarily laid off through no fault of their own, by engaging with a project like the "**www Research Project**", they would at least have something positive to include on their CV for this period. Engaging as a volunteer with the project would say a lot about who they were to a future employer, it would demonstrate that they have imagination, drive and motivation, the ability to work from home, and to see a project through, with a report (or two) to show for their effort.

### 4.3 Research

The Guidance Notes mentioned above, were sent out prior to any research being undertaken, and were intended to act as hopefully useful advice, particularly for anyone unfamiliar with carrying out online investigations. The notes included information on how to get started, and provided a selection of web sites that may prove to be of assistance (see Section 8.2), along with various comments and pointers to generally help people kick-start their research.

In addition, throughout the project, a monthly newsletter was circulated via email to everyone who had expressed an interest in the project. These updates included statistics showing the progress of the project, together with any new web sites that other researchers had found useful, and any online courses being run by the NAS that may be of assistance and interest, such as:

- Using the Lloyd's Register Archive and Interpreting Wrecks.
- The Traditional Boat Records' Collection.
- Introduction to Writing Archaeological Reports.
- Introduction to Weather and Shipping Forecasts.
- Introduction to Map and Chart Reading.

However, the updates were also a reminder that, although the individual researchers might be working in isolation, they were not completely on their own, but participating as part of a larger, virtual team, engaged on a common project.

### 4.4 Reporting

As reporting can be a daunting prospect, and could easily put people off participating in any project that involved "writing", a Sample Template was put together and sent out along with the Guidance Notes. The intention was that the template would save people the trouble of having to develop a format of their own, while at the same time, providing a degree of standardisation for the look, and style of any reports that were submitted. The Sample Template followed normal reporting conventions, suggesting separate pages dedicated to:

- |                        |                   |
|------------------------|-------------------|
| • Title Page           | • Results         |
| • Abstract             | • Analysis        |
| • Index                | • Conclusions     |
| • Introduction         | • Recommendations |
| • Background           | • References      |
| • Research Methodology | • Appendices      |

*Table 1. List of suggested report sections.*

Each of these sections contained a sample of the sort of thing that might be appropriate to include. Some general common details were provided in black and were intended to be included in every report to help provide visual consistency, while other sections included notes in red that were intended to be replaced by the researchers with a few words of their own, or to paste-and-copy something relevant in their place.

The following are typical examples of what the Sample Template included:

The **Abstract** contained the following note:

*This should be a short (1 or 2 paragraph) concise summary of what the "www Research Project" is about, it's aims & objectives, and what the exercise you have carried out has attempted to achieve.*

The **Introduction** suggested that the researcher may like to:

*Provide a brief account of why they selected the particular vessel to research, and what specific questions they were hoping to answer, for example:*

- *What were the vessel's specifications?*
- *What historical information is available relating to the vessel?*
- *What was the story leading up to the incident / wrecking?*
- *What caused the incident / wrecking?*
- *What has happened since the incident / wrecking?*
- *Has anyone previously investigated or researched the vessel's back story?*
- *Has anyone dived, recorded, surveyed or worked on the site?*
- *Has any salvage, etc. been carried out on the site?*
- *Have there been any previous reports produced relating to the vessel?*

The **Background** suggested that the researcher may like to:

*Outline who they are, and what you knew about the vessel prior to starting their research.*

The **Research Methodology** recommended that people may like to:

*Include details of the internet access they had at their disposal (e.g. PC, laptop, tablet, smart phone, etc.), their make and model details, together with the operating system, software and the search engines, used.*

*Outline how they approached their research, why these methods were adopted, which sites were visited, what type of search words were used, etc.*

*Try and find out as much about the vessel as possible, not just the events surrounding the incident that led to the vessel being included on the database. This might include information on the vessels full historical back story, from when the hull was laid down, to its final demise, including details about the:*

- |                             |                                       |
|-----------------------------|---------------------------------------|
| • <i>Boat builder</i>       | • <i>Cargoes / Passengers carried</i> |
| • <i>Owners</i>             | • <i>Incidents encountered</i>        |
| • <i>Masters</i>            | • <i>Repairs &amp; re-fits</i>        |
| • <i>Crews</i>              | • <i>Vessel's specification</i>       |
| • <i>Voyages undertaken</i> | • <i>End of the vessel's life</i>     |

*Table 2. List of suggested areas of research.*

The **Results** suggested that:

*While any of the above information uncovered should be included in this section, for quick reference purposes, an "At-a-Glance" table (see Appendix A), could be a useful addition to the report, providing a condensed view the vessels full life story on a single page.*

*An attempt could be made to source any relevant original documents relating to the vessel, including: plans, surveys, photographs, drawings, sketches, paintings, pictures, or models, and any underwater pictures or information about the vessel or the site that might have been recorded since the wrecking or incident.*

*A timeline showing the vessel's life, possibly presented in the form of a table detailing the passages made, together with maps showing the routes taken on each voyage.*

The **Analysis** recommended that researchers should:

*Critically examine their results, and not gloss over any mistakes, or areas that lead nowhere, as sometimes coming up with a negative, can be considered to be a result.*

*Scrutinise their findings, particularly any conflicting information, including any tables, graphs, charts, etc. and comment on what they might imply.*

*Set out any additional thoughts or observations.*

*Compile a list relating to which web sites produced useful information and which were less fruitful.*

*Mention any areas where it was not possible to fully research the vessel on-line, but may benefit from further investigation once access to other archival information sources becomes available.*

The **Conclusions & Recommendations** suggested that it would be interesting to know:

- *Roughly how many hours people spent researching and reporting on the vessel?*
- *If there was any conflicting information uncovered?*
- *If the vessel was wrecked, whether there might be any merit in trying to dive the site?*
- *If there were any additional avenues of research that might be worth pursuing?*
- *If the vessel might lend itself to being adopted as part of the NAS Adopt-a-Wreck scheme?*
- *What engaging with the project has taught you?*
- *If all your questions and your aims & objectives have been answered? and if not, why not?*
- *If your work has posed any additional questions?*
- *What are your recommendations for the future of the vessel, & / or the site?*
- *If the vessel's story is interesting enough to be developed further? Possibly into a talk, a conference paper, a monograph, book, documentary, film, or provided with its own dedicated web site.*

The **References** provided general advice on:

*How to include referencing into a report.*

In addition to the above, the template included a sample selection of blank maps and charts, prepared by MADU, that researchers could use without encountering copyright issues, together with a copy of Admiralty Chart No. 1971 (Cardigan Bay, Northern Part), that was generously provided under a free copyright licence by the UK Hydrographic Office, for use with the project.

Having created the Sample Template, it was supplied to the researchers, but intended to be used purely as a guide. The format wasn't "set in stone", and people were encouraged to make any changes they liked, particularly if their research turned up information that didn't neatly fall into any of the above categories.

## 5.0 Results

The results obtained by the project, comprise the individual reports compiled by the volunteer researchers (see Appendix C), however below are a few additional notes and comments.

### 5.1 Publicity

During the first month of the project (April 2020), the page dedicated to the project on the NAS web site, was the most visited, with 630 visits in the last week of the month alone. At the time of writing, the page has been visited 2,160 times, with 1,839 Unique Page Views.

In March 2021, one of the project's French researchers, Morgane Mahaud, based in Ireland, submitted an article for inclusion on the NAS web site under "Members Stories". The article outlines her experience of engaging with the project together with the results from researching one of the French vessels she had selected to investigate. This article can be found at:

<https://www.nauticalarchaeologysociety.org/tracing-the-equateur>

In addition to the NAS web site, over the course of the project, articles were also accepted for inclusion in both the Autumn 2020 and Spring 2021 editions of the Council for British Archaeology (Wales) newsletters, and a bilingual article was also included in the Summer 2020 edition of the Porthmadog Maritime Museum's Newsletter.

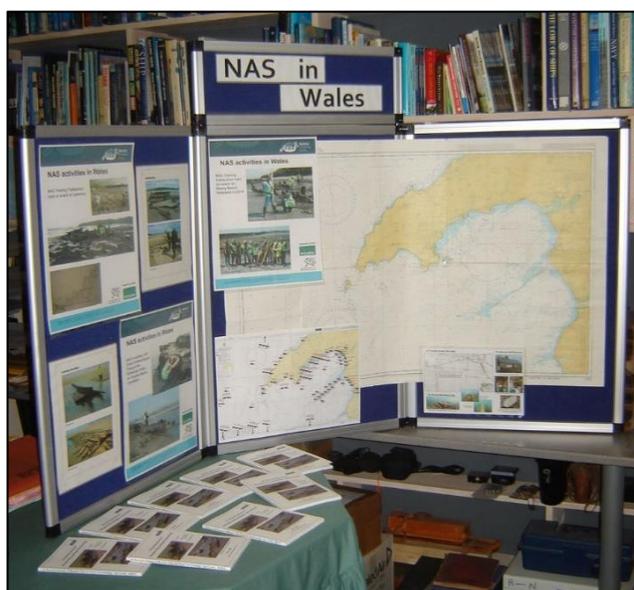
The Royal Commission on the Ancient and Historical Monuments of Wales also assisted with publicity through their social media sites, and invitations were also accepted to present a talk about the project at both the virtual on-line conferences held by:

- The Nautical Archaeology Society – see *Figure 7* (November 2020)
- DEGUWA – "Safety and Waterways" (May 2021)

A YouTube recording of the talk provided for the NAS Conference can be found at:

[https://www.youtube.com/watch?v=bBabRF\\_INSM&feature=youtu.be](https://www.youtube.com/watch?v=bBabRF_INSM&feature=youtu.be)

For the German DEGUWA Conference, a joint paper on the project was presented by the author and one of the project's researchers Dr. Hristomir Hristov (Senior Curator for Underwater Archaeology at the Naval Museum in Varna, Bulgaria).



*Figure 7. The project's virtual display, used during the 2020 NAS on-line conference.*

## 5.2 Researchers

At the outset, the intention was to trial the project for 9-months until the end of 2020, and no predictions were made regarding the likely uptake of interest. However, due to demand, and the ongoing spread of the pandemic, this end date was extended for a further 3-months until Easter 2021.

As can be seen from the graph below (*Figure 8*), the interest shown by the number of enquiries received, and the subsequent number of people that followed through by selecting vessels to start researching (an uptake of 74%), was very encouraging.

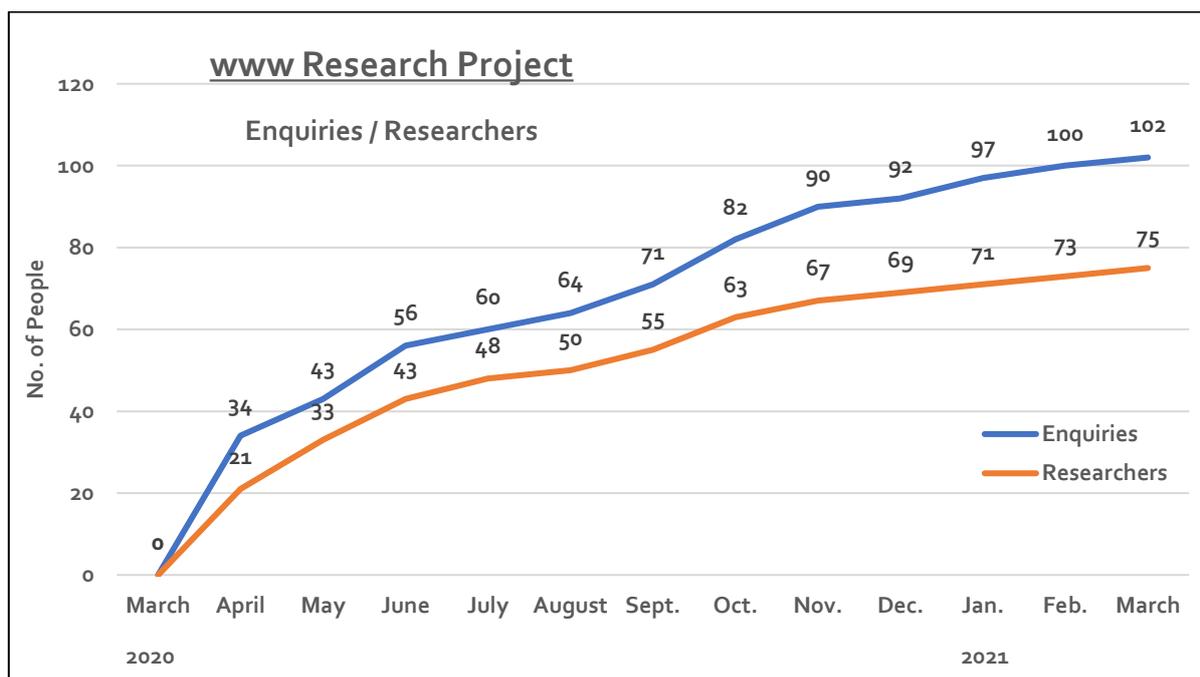


Figure 8. Graph of the project’s Enquiries vs Researchers.

In addition, and something that was completely unanticipated at the beginning of the project, was that at least 20% of the people who engaged with the project would be attracted from outside of the United Kingdom, including people from:

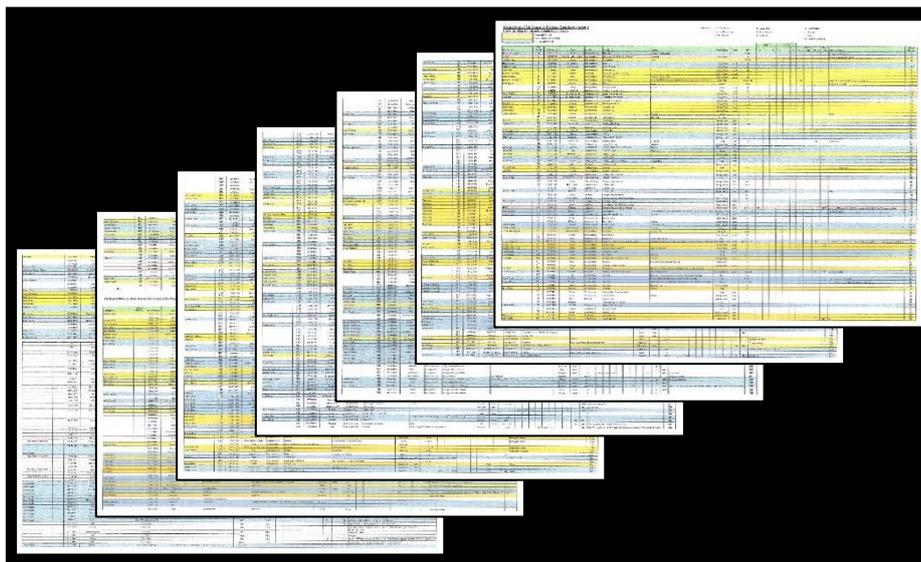
- America
- Australia
- Belgium
- Bulgaria
- Canada
- France
- Ireland
- Italy
- Japan
- Lebanon
- Netherlands
- Philippines
- Russia
- Sicily (off shore)
- Sweden

Table 3. The overseas countries of origin of people who engaged with the project.

Almost by accident, what had been considered to be a local exercise, that was intrinsically focussed on a relatively small area of the sea around the west coast of Wales, had become an international project.

### 5.3 Research

As previously mentioned, at the commencement of the project, in March 2020, the database from which vessels could be selected (see *Figure 4*), contained single line entries relating to 453 vessels that had been involved in serious maritime incidents dating from 1590 – 1993. Over the course of the project, an additional 130 vessels (28.7%) were uncovered, and duly added to the database, bringing the total to 583, dating from possibly as early as 1559 – 2011 (see *Figure 9*).



*Figure 9. The project's database as at April 2021, listing 583 vessels.*

(The lines in blue represent vessels for which reports have been submitted, and in yellow for vessels that are still being researched).

Over the 12 months that the project ran, of the 583 vessels on the above database, 332 were selected to be researched by the volunteers (see *Table 4.*), a total of 56.9%.

Research		
Volunteer Nos.	Vessels Selected	Vessel Totals
3 (a)	0	0
1	0.5 (b)	0.5
13	1	13
25	2	50
1	2.5 (b)	2.5
9	3	27
8	4	32
6	5	30
2	6	12
1	7	7
1	8	8
1	10	10
1	11	11
1	32	32
1	48	48
1	49	49
75		332

*Table 4. The numbers of vessels selected by the volunteers (April 2021).*

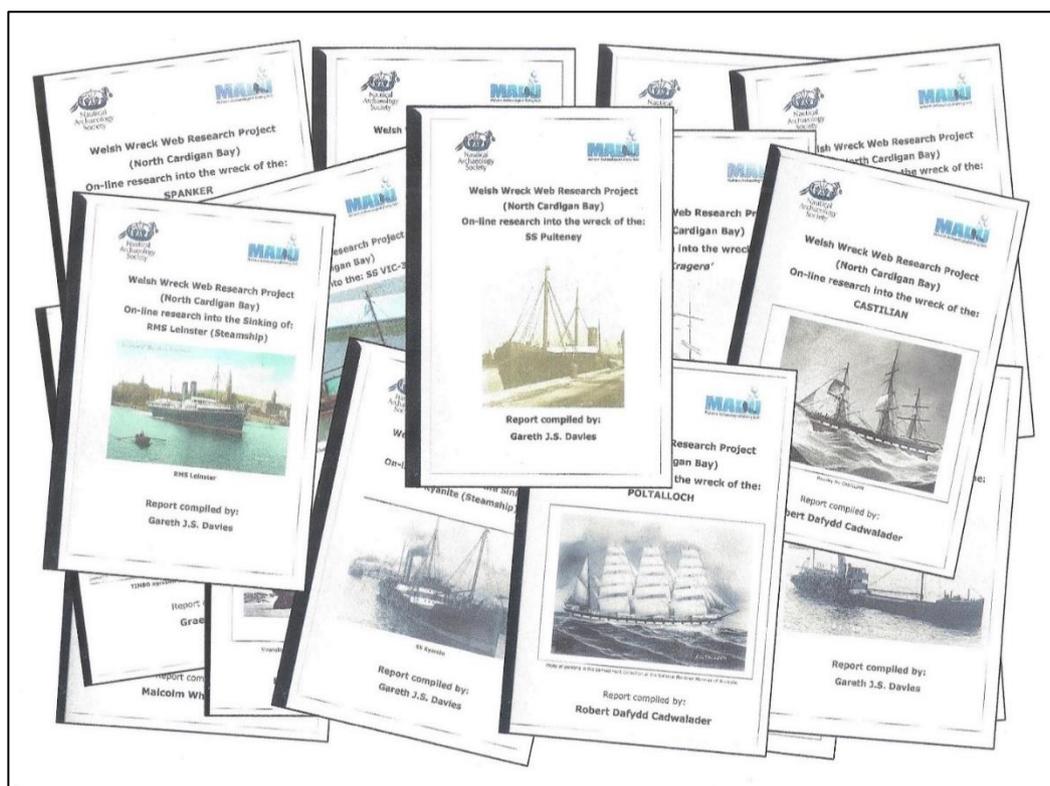
Notes:

- (a) Three volunteers selected vessels to research, but were forced to retire from the project on medical grounds.
- (b) Some volunteers shared the researching and reporting of the vessels selected.

## 5.4 Reports

For many vessels, there was inevitably very limited information available online, particularly for some of the older vessels investigated. In addition, for some people, this project was the first time that they had carried out any research, let alone compiled a report, and for a few, English wasn't their first (or even their second) language. However, as the project progressed, reports started to be submitted (see *Figure 10*), and were added to the table on the project's web site, see Appendix C.

*Figure 10.  
Example of  
some of the  
Reports  
Submitted.*



As mentioned in Section 4.1, the main purpose of the project was to help people through the difficult period of the pandemic. In this respect, at no time was any pressure placed on the volunteers to complete their research or to submit any reports by any specific date, and although the project officially came to an end at Easter 2021, the project is more than happy to continue receiving reports for any vessels where research has already commenced.

Regrettably, over the course of the project, several volunteers suffered from health and other issues which caused them serious difficulties. These including suffering from stress, bereavement, overstretching themselves with work, arthritis, finalising their divorce, PTSD, catching Covid-19, and being diagnosed with Parkinson's Disease, but most people were still able to submit at least one report. Unfortunately (as shown in *Table 4*), 3 people, regrettably were forced to pull out:

- 1 person caught Covid-19 and was hospitalised.
- 1 person caught Covid-19 which resulted in severe symptoms of Long Covid.
- 1 person who is blind, found that their computer's screen reader was unable to understand abbreviations, as typically found in Lloyds Registers, or hand written documents, in survey reports, etc.

The project was brought to a close at Easter (April) 2021, by which time, 332 vessels had been selected to be researched, 56.9% of the 583 on the database. By then, 214 reports had been received, see the graph and table below (*Figure 11 & Table 5*), a total of 66.3% of the vessels being researched.

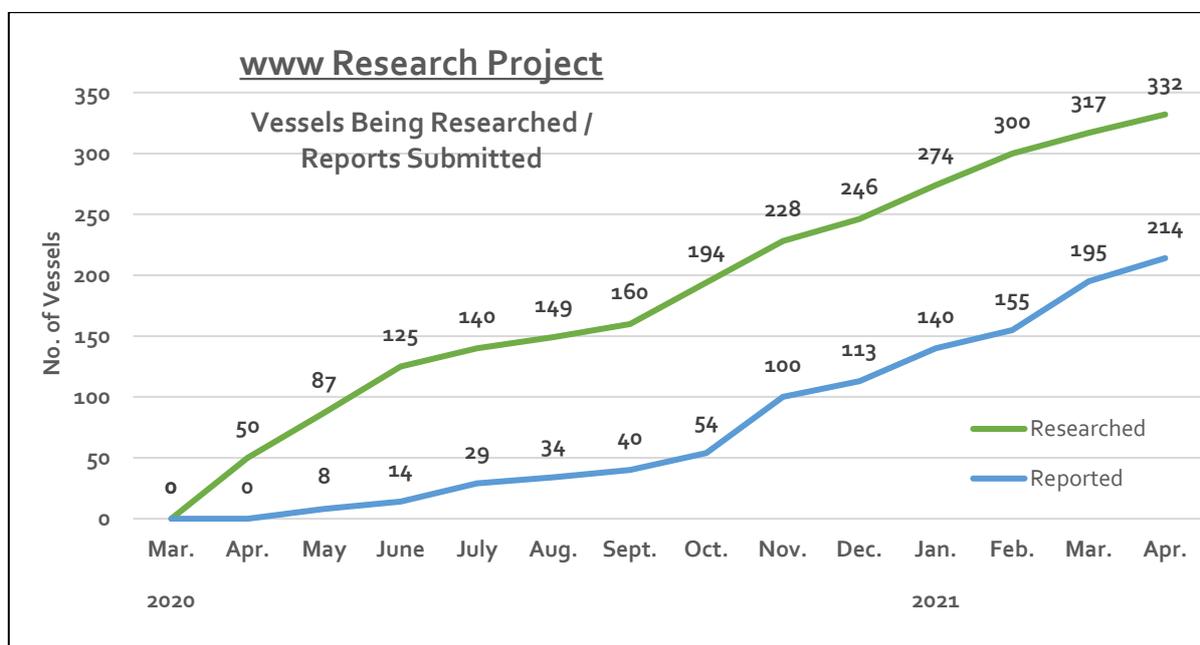


Figure 11. Graph of the Vessels being Researched vs the Reports Submitted.

Reports		
Volunteer Nos.	Reports Submitted	Report Totals
35	0	0
2	0.5	1
14	1	14
8	2	16
5	3	15
4	4	16
2	5	10
1	6	6
1	11	11
1	32	32
1	44	44
1	49	49
75		214

Table 5. The numbers of reports submitted by the volunteers (April 2021).

As of April 2021, only 40 of the 75 people who selected vessels to research had submitted a report, however, reports have continued to trickle in, and hopefully this number will continue to grow.

Many of the reports have managed to distil from the internet much of the vessel’s back story, from birth to death. They have provided information on the builders, owners, masters and crews, together with the voyages undertaken, cargoes carried, other incidents they were involved with along the way and repairs carried out. Reports have included maps, charts, pictures, and most have incorporated a copy of the suggested, single page, “At-a-Glance” table of the vessel’s specification and life story (see Appendix A).

Most of the reports submitted relate to a single vessel, and range in length from a handful of pages to several containing well over 100 pages (see *Table. 6*). In total, the project generated over 6,000 pages of information. For further details, see the project’s web site at:

<http://www.madu.org.uk/Page%204.42%20-%20www%20Research%20Project%20-%202020.dwt>

Report Details					
Report Nos.	Pages / Report	Total Pages			
2	0.5	1	2	38	76
13	3.7	48.1	2	39	78
2	5	10	3	40	120
1	6	6	1	42	42
4	6.25	25	2	45	90
2	6.5	13	1	46	46
6	7	42	1	48	48
2	7.5	15	1	50	50
2	8	16	1	52	52
2	9	18	1	53	53
1	10	10	2	55	110
5	11	55	2	56	112
5	12	60	2	58	116
5	13	65	1	59	59
3	14	42	1	60	60
7	15	105	1	62	62
10	16	160	1	63	63
8	17	136	1	64	64
9	18	162	2	65	130
8	19	152	2	66	132
5	20	100	1	69	69
12	21	252	1	70	70
4	22	88	1	72	72
7	23	161	2	73	146
7	24	168	1	77	77
2	25	50	2	78	156
3	26	78	1	81	81
5	27	135	1	85	85
12	28	336	1	92	92
2	29	58	1	93	93
2	30	60	1	104	104
4	31	124	1	107	107
1	32	32	1	205	205
1	33	33	1	217	217
1	34	34			
2	35	70			
1	37	37			
			214		6,094.1

(Average no. of pages / report = 28.48)

*Table 6. The numbers of pages contained in the reports submitted (April 2021).*

As mentioned in Section 4.4, the Sample Template suggested that the volunteers might like to include in their reports an indication of the number of hours that they had spent researching and reporting on each vessel. Of the 214 reports received, 127 (59.3%) included some information on this (see Table 7.).

Project Time					
Vessel Nos.	Hours Spent	Total Hours			
3	2	6	8	32	256
1	5	5	6	35	210
1	6	6	1	38	38
7	8	56	14	40	560
2	8.5	17	3	45	135
1	11	11	1	48	48
2	12	24	12	50	600
2	15	30	1	55	55
8	16	128	7	60	420
2	17.5	35	1	70	70
1	18	18	1	100	100
4	20	80	1	120	120
1	23	23	127		3,977
19	24	456			
8	25	200			
9	30	270			

(Average no. of hours spent / vessel = 31.31)

Table 7. The time spent researching and reporting on the vessels (April 2021).

The reporting by volunteers inevitably raised questions relating to issues about copyright, and to help alleviate concerns, following consultation with legal experts, the NAS provided a rider that was included on the project’s web site as follows:

*This project has no commercial remit, it has been run entirely by the voluntary efforts of the administrators and researchers, with no outside financial assistance. The sole purpose of the project has been to help people with an interest in maritime history to safely survive the 2020/21 global outbreak of the Covid-19 coronavirus and facilitate public access to the historical resource. It is hoped that the information contained in the reports compiled, is of interest, and possibly of assistance in the future for anyone looking for details relating to any of the vessels investigated.*

*While the Malvern Archaeological Diving Unit (MADU) and the Nautical Archaeology Society (NAS) have taken all reasonable efforts to ensure that the copyright of third parties has been acknowledged and relevant consents obtained, the individual reports remain the sole property of the authors. If any third party has concerns related to the accuracy or other aspects of a report’s content it is requested that contact is made with the Malvern Archaeological Diving Unit (MADU) and the Nautical Archaeology Society (NAS) in order that such concerns may be addressed.*

In the final monthly newsletter at the conclusion of the project, an open invitation was made to anyone who was interested, to complete an online questionnaire. This was intended to help with the planning of future projects, and we were seeking people's thoughts and views relating to their engagement with the "**www Research Project**". Unfortunately, of the 102 people who had enquired about participating in the project, only 12 people responded to the survey.

## 6.0 Analysis & Conclusions

The administration of the project was carried out almost exclusively using emails for communication, with reports being submitted, either as a word document, or a pdf. This was simple, it didn't involve downloading an app, or for anyone to have to grapple with any new software or unfamiliar technology.

Publicity for the project, was primarily provided through the NAS "Discoveries" e-mails, and this appears to have produced the most success. These weekly insights into what is going on in Maritime Archaeology around the world, would also seem to have had the greatest influence on attracting volunteers from outside of the UK, and subsequently, although not intentionally, helped to turn the project into an international exercise.

One of the few positives that has come out of the pandemic, is that courses on a host of different topics have been introduced and made available online, enabling people to attend wherever they are in the world. The cost of running these courses by NAS and others has been considerably less than for providing face-to-face courses, and the subsequent lower prices charged for attending has greatly encourage their up-take.

The number of people who enquired about the project (102 people) was very encouraging, as were the numbers that followed through and selected some vessels to research (75 people), a 73.5% up-take.

Of the 102 enquiries received, 37 were from people who were NAS members at the commencement of the project in March 2020, however, this number had risen to 53 by the end of the project in April 2021. This net gain of 16 members, was made up from 22 new members joining NAS, less 6 existing members who failed to renew their membership. However, without contacting all 28 of these people, we have no way of telling how much influence the project had on any of them deciding to either join or leave the organisation.

In all, 59 people who enquired about the project were NAS members at some time during the course of the project, 37 who were members at the outset and 22 other who joined while the project was running. Of these 59 NAS members, 48 (81%) selected vessels to start researching and 30 (51%) submitted reports. This compares with the 43 people who were not NAS members' during the project, of whom 26 (60%) selected vessels to research and 10 (23%) submitted reports.

Of the 332 vessels selected to be investigated, 212 (64%) were chosen by the 59 NAS members who enquired about the project, an average of 3.6 vessels each, while of the 43 non-members, they selected 120 vessels between themselves to research, an average of 2.8 vessels each.

In the same vein, of the 214 reports submitted, 149 (70%) were compiled by 30 NAS members, an average of 5 reports each, while of the 10 non-members who submitted reports this amounted to 65 reports, an average of 6.5 reports each. These average figures however are very misleading, as 3 NAS members submitted between them 92 reports, and one non NAS member submitted 44 reports.

Overall, the projects achievements were greater than had been anticipated, however, what wasn't so inspiring, were the number of people who hadn't manage to complete a single report by the end of the project. Excluding the 3 people who were forced to pull out on medical grounds, this amounted to 32 people. In addition, of the 102 people who were invited to contribute to the end of project survey, only 12 feedback questionnaires were completed.

Over the course of the project 130 additional vessels were added to the database, increasing the number from 453 to 583, an increase of 28.7%. Most of these additional vessels were brought to the attention of the project by the volunteers themselves as their research progressed.

Of the eventual 583 vessels on the database, by the end of the project, 332 vessels had been selected to be researched, an impressive 56.9%, of which 214 (65%) had been reported on by April 2021. Although the project has now come to an end, no time limit has deliberately been placed on when any outstanding reports need to be submitted, and it is hoped that in time, the number of outstanding reports will continue to grow.

As can be seen from *Tables 4 & 5*, some volunteers selected a large number of vessels to research, and inevitably, some people may have been rather over ambitious. In addition, as the pandemic progressed, people's circumstances will inevitably have changed, possibly by being furloughed, made redundant, having to deal with home schooling, illness or bereavement, leaving them with little or no time to continue with a voluntary exercise.

By April 2021, of the 40 volunteers who had submitted reports, between them they had completed reports on 85.9% of the vessels that they had selected to investigate (214 out of 249).

The Guidance Notes, and in particular the "At-a-Glance" table (see Appendix A), has proved to be very successful. Likewise, providing a Report Template has been very useful, and upheld the belief that it would be an invaluable method to help the volunteers disseminate their research findings, and to provide a degree of conformity to the presentation of the reports.

While quantity is no indication of quality, the amount of information that some of the volunteers have managed to extract from the internet and the subsequent number of pages that their reports finished up with (see *Table 6*), demonstrates the commitment and effort that has been delivered.

This is also borne out by the number of hours spent by the volunteers on the project (see *Table 7*). Of the 214 reports submitted, 127 provided an estimate of the time spent researching and reporting on individual vessels. While the minimum was only 2 hours the maximum was 120 hours, with the average across the 127 reports amounting to over 30 hours.

If this figure was applied across all 214 reports submitted, the total amount of volunteer time spent researching and reporting on vessels as part of the project would have amounted to around 6,700 hours, which based on a 40-hour week, represents well over 3 working years. While some of the reports provided an indication of the exact number of hours spent, others were likely to have been a retrospective estimate, and in some cases, instead of noting the number of hours spent, the number of days was provided. However, the number of hours there are in an, at-home, online, covid-day, is unknown, and likely to be very variable.

In addition to the above, there also needs to be added to the volunteer's hours, the time that was involved in administration and generally running the project. As a guide to this, during the 12-months the project ran, over 3,000 emails were exchanged between MADU and the people who engaged with the project.

Throughout the project, many emails were received containing thanks for being invited, and encouraged to take part in the exercise (see Appendix E), and for these people the main aim and objective of the project (see Section 4.1), appear to have been achieved. Although the project was initially only planned to run for 9 months (until the end of 2020), the extension through to Easter 2021, certainly appears to have helped people through the ongoing lockdowns, and for many, the long Winter months.

The one strong message that emerges from the project, is that volunteers can make a significant contribution to research and reporting. If the right motivation can be instigated, the time and effort people are prepared to expend, compiling information and reporting on their findings can be considerable, and this can be an important resource, particularly in areas such as heritage where funding is always at a premium.

In addition to meeting the project's main aim of generally helping people through the pandemic, the spin-off has been that, on an individual personal level, for the volunteers who took part, their researching, reporting and disseminating abilities will inevitably have improved. In addition, for anyone who was furloughed, made redundant, or looking for employment, the project will hopefully have provided a useful addition to their CV. Finally, looking at the broader picture, the project has also added considerably to the existing Welsh Maritime Historic Records.

Unforeseen at the outset, was how well the project would take off, and in particular how international it would become. However, despite suggesting regularly in the monthly updates that when people sent in emails, they added their location after their name, almost nobody took up this recommendation.

Despite a few, minor, slightly less than successful parts to the project, overall, it has to be seen as a great achievement, and on behalf of MADU and the NAS we would like to say "Thank You" to everyone who gave up their time to engage with the project, and for helping to turn it into such an impressive international success.

## 7.0 Recommendations

As can be seen on the front cover of this report, and in Appendix B, many of the incidents to which the volunteer's reports refer, occurred just to the south of Admiralty Chart 1971 (Cardigan Bay: Northern Part), which was kindly made available to the project, by a free copyright licence by the UK Hydrographic Office. During the course of the project, an application was made to the UKHO, for permission to also use Admiralty Chart 1972 (Cardigan Bay: Central Part), as this would allow all the vessels shown to have been involved in incidents just to the south of chart 1971, to be depicted in the more realistic positions where their respective reports refer. We received no follow up response from the UK Hydrographic Office, and it would considerably improve the visual understanding of the results obtained by this project if this could be followed up, and approval for the use of this second chart could be obtained.

In the Abstract (Section 1.), and the Introduction (Section 3.), it was noted that this project evolved from earlier work that the Malvern Archaeological Diving Unit had carried out in the area. Their investigations had involved attempting to confirm the identity of a shipwreck that was thought to be the *Diamond*, that had been designated in 2002 by Cadw under the Protection of Wrecks Act 1973. The results from MADU's investigations concluded that the vessel on the site was not that of the *Diamond*, and in an attempt to identify the vessel, the original database had been created. At that time, no firm conclusions were put forward as to the vessels actual name. However, following this current project, with considerably more information upon which to base an opinion, it is recommended that the *Danube* be considered as a strong contender for the vessel on this protected site, and that further investigation to consider this possibility should be undertaken.

Most people with an interest in Maritime Archaeology would almost certainly prefer to spend their time investigating sites first hand, in preference to spending hours glued to a computer screen, so the success of this project is somewhat surprising. However, the achievements brought about by this project have almost certainly been primarily due to, having captured the attention of people with time on their hands, and due to enforced incarceration, with lockdowns and restrictions on their ability to travel, resulted in them having nowhere else to go.

Over the course of the project, the author has been asked several times, if a similar project could be run in other parts of the country, or even, in other parts of the world? The answer is obviously yes, however, the setting up of this current project would not have been possible without already having the original database available. The preparation of this document took a long time to compile, and for any similar project to be run in the future, funding would certainly need to be sourced in order to create the necessary database, and then (unlike for this current exercise) to have the administration of the project fully funded.

A word of warning. Before rushing off in search of finance, as mentioned above, the success of the "**www Research Project**" has mainly been achieved, due to it having been run during the Covid-19 pandemic, when many people had the time to engage with the project, and nothing better to do. Outside of this, fortunately rare occurrence, a similar project may well not be quite as successful.

Having said that, the enthusiasm that volunteers have to offer is a resource that is often overlooked by professionals, and one that it is strongly recommended should be considered more often in future. As can be seen from the above results, this project has provided around 6,700 hours of free research time, and while, due to inexperience, some of the reports prepared may leave room for improvements, the overall result is an archive which will surely be of benefit to others in the future.

It has been noted in the past (MADU 2019, p. 81), that using volunteers can be a cost effective and efficient method of deriving up-to-date information that would otherwise be a costly enterprise if undertaken by professionals. In addition, by engaging volunteers in community-based projects of this nature, the people who participate, achieve a personal sense of connection and investment with the subject, which in turn, engenders a sense of ownership in their heritage.

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Many of the following references are replicated here as they are those that have been used by the project's volunteers during their research.

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## 8.2 Web Sites

Ancestry

<https://www.ancestry.co.uk/>

Appropriation Books

<https://www.crewlist.org.uk/data/appropriation>

<http://www.mariners->

[list.com/site\\_pages.php?section=Ship+Registers&category=Appropriation+Books](http://www.mariners-list.com/site_pages.php?section=Ship+Registers&category=Appropriation+Books)

Barmouth Lifeboat Station

<http://www.barmouthlifeboat.co.uk/History%20page.htm?LMCL=YukfGA>

British History Online (BHO)

<https://blog.history.ac.uk/2020/03/british-history-online-makes-all-research-content-free-to-individual-users/>

British Newspaper Archives

<https://www.britishnewspaperarchive.co.uk/account/login>

Cardigan & St. Dogmaels Ships and Captains

<http://www.glen-johnson.co.uk/cardigan-st-dogmaels-ships-and-captains/>

Casualty Returns

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

Coflein

<https://www.coflein.gov.uk/>

Crew List (CLIP)

<https://www.crewlist.org.uk/>

Find My Past

<https://www.findmypast.co.uk/>

Gallica - Bibliotheque nationale de France (BnF)

<https://gallica.bnf.fr>

Google

<https://www.google.com/> & [https://www.google.co.uk/?gws\\_rd=ssl](https://www.google.co.uk/?gws_rd=ssl)

Gwynedd Council Archives

<https://www.gwynedd.llyw.cymru/en/Residents/Libraries-and-archives/Archives-and-family-history/Archives-and-family-history.aspx>

Lloyds List

<https://www.maritimearchives.co.uk/lloyds-list.html>

<https://catalog.hathitrust.org/Record/000549597>

Lloyds Register of Shipping

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://catalog.hathitrust.org/Record/000057051>

<https://archive.org/details/@lrfhec>

Mercantile Navy List

<https://www.crewlist.org.uk/data/viewimages>

My Welsh Ancestry

<http://www.mywelshancestry.co.uk/>

National Archives at Kew

<https://www.nationalarchives.gov.uk/>

National Historic Ships

<https://www.nationalhistoricships.org.uk/>

PenLlyn

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

Portmadoc Maritime

[https://www.festipedia.org.uk/wiki/Portmadoc\\_Maritime](https://www.festipedia.org.uk/wiki/Portmadoc_Maritime)

Porthmadog Maritime Museum

<https://portmm.org/>

Royal Museums Greenwich

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

Royal National Lifeboat Institution (RNLI)

<https://lifeboatmagazinearchive.rnli.org/>

Ships Built at Llansantffraed

<http://www.llanon.org.uk/joyceweb/shipbuilding.htm>

Ship's Plans & Survey Reports

<https://hec.lrfoundation.org.uk/archive-library/ships>

Shipwrecks & the sea around the Llyn Peninsula.

[http://www.rhiw.com/website\\_maps/rhiw\\_and\\_the\\_sea.htm#llyn\\_and\\_the\\_sea](http://www.rhiw.com/website_maps/rhiw_and_the_sea.htm#llyn_and_the_sea)

Some of the Happenings along the Coast of Llŷn 1647 – 1942

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

The Lifeboat Journal

<https://rnliarchive.blob.core.windows.net/media/1168/0179.pdf>

<https://rnliarchive.blob.core.windows.net/media/1169/0180.pdf>

The Ship's List

<https://www.theshipslist.com/ships/Arrivals/1828a.shtml>

U-Boats

<https://uboat.net/>

Vessels lost in Tremadog Bay and on St Patrick's Causeway

<https://web.archive.org/web/20070425234855/http://freespace.virgin.net:80/r.cadwalader/maritime/lifeboat/wreck.htm>

Welsh Newspaper Archives

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

Wikipedia

<https://www.wikipedia.org/>

World Fleet Statistics

<https://hec.lrfoundation.org.uk/archive-library/world-fleet-statistics>

Wreck Site

<https://www.wrecksite.eu/>

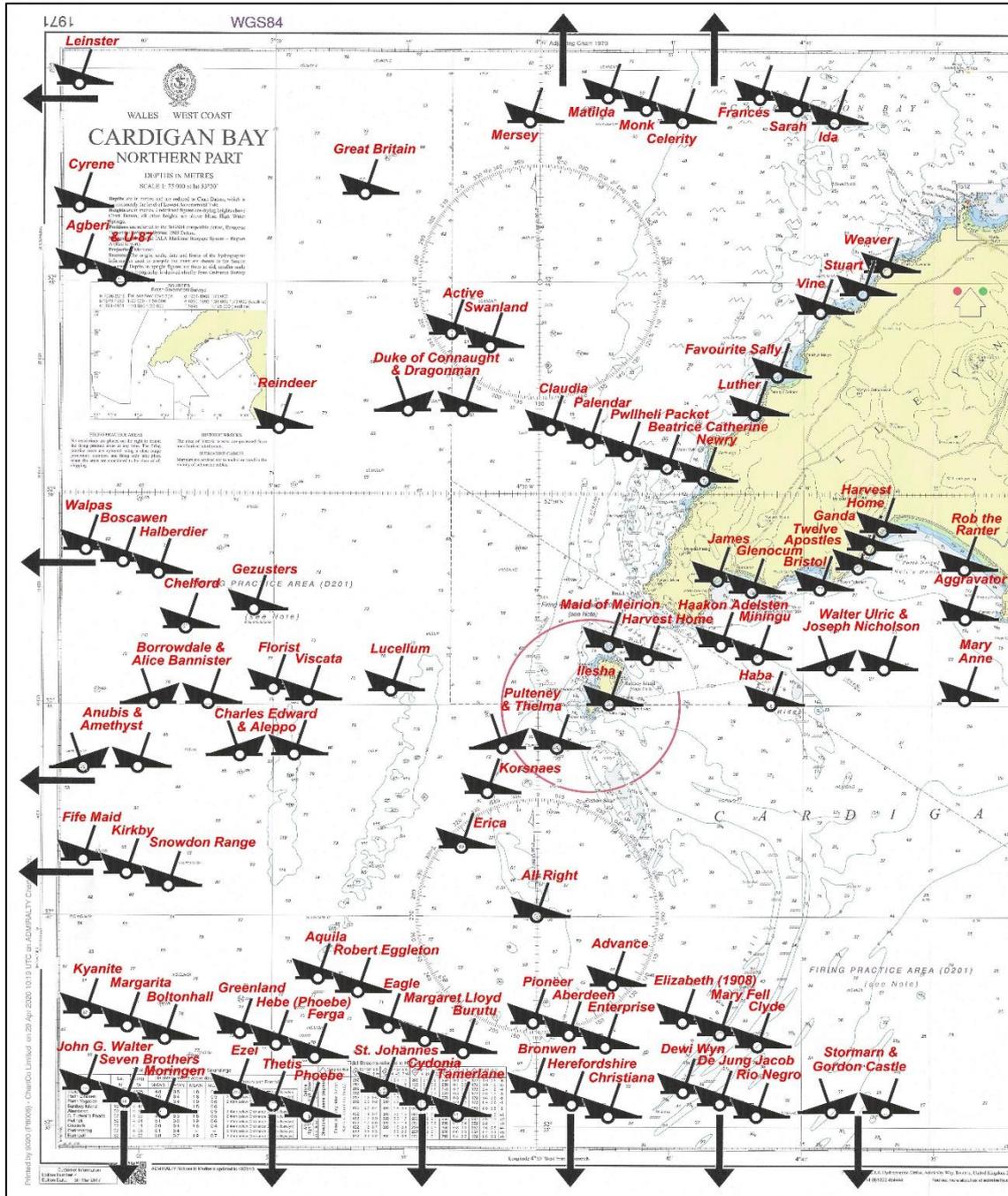
## Appendices:

### Appendix A – The “At-a-Glance” Story of the Vessel.

Vessel	Name/s	<i>SS Titanic</i>		
	Type	<i>Bark, Brig, Battleship, etc.</i>		
		<i>Cargo, Tanker, Passenger Liner, Submarine, etc.</i>		
Built	Date	<i>Laid down</i>		
		<i>Launched</i>		
		<i>Commissioned</i>		
	Builder	<i>Name</i>		
		<i>Address / Location</i>		
Construction	Materials	<i>Wood, Iron, Fibreglass, etc.</i>		
	Decks	<i>Number, Type (i.e., gun, orlop, etc.)</i>		
	Bulkheads	<i>Number, Type (i.e., watertight, holds, etc.)</i>		
Propulsion	Type	<i>Manual, Sail, Engine, etc.)</i>		
	Details	<i>Oars, Square Rigged, Nuclear Power, etc.</i>		
Engine	Details	<i>Type</i>		
		<i>Size</i>		
		<i>HP</i>		
		<i>Manufacturer</i>		
	Boilers	<i>Numbers / Type / etc.</i>		
Drive	Type	<i>Paddle Wheels / Propeller / etc.</i>		
Dimensions	Length	<i>ft</i>	<i>ins</i>	<i>m</i>
	Beam	<i>ft</i>	<i>ins</i>	<i>m</i>
	Draught	<i>ft</i>	<i>ins</i>	<i>m</i>
Tonnage	Gross			<i>tons</i>
	Net			<i>tons</i>
Owner	First	<i>Name</i>		
		<i>Address / Location</i>		
	Last	<i>Name</i>		
		<i>Address / Location</i>		
	Others	<i>Name</i>		
		<i>Address / Location</i>		
Registry	Port	<i>Location</i>		
	Flag	<i>Nationality</i>		
	Number	<i>Registration Number</i>		
History	Routes	<i>From</i>		
		<i>To</i>		
	Cargo	<i>Type of Goods</i>		
Final Voyage	From	<i>Location &amp; departure date</i>		
	To	<i>Location &amp; due date</i>		
	Captain	<i>Name</i>		
	Crew	<i>Numbers</i>		
	Passengers	<i>Numbers</i>		
	Cargo	<i>Type of Goods</i>		
Wrecking	Date	<i>??/??/????</i>		
	Location	<i>Place Name / Co-ordinates</i>		
	Cause	<i>Collision / Storm / Driven ashore / Abandoned / etc.</i>		
	Loss of life	<i>Numbers</i>		
	Outcome	<i>Total Loss / Salvaged / Re-floated / etc.</i>		

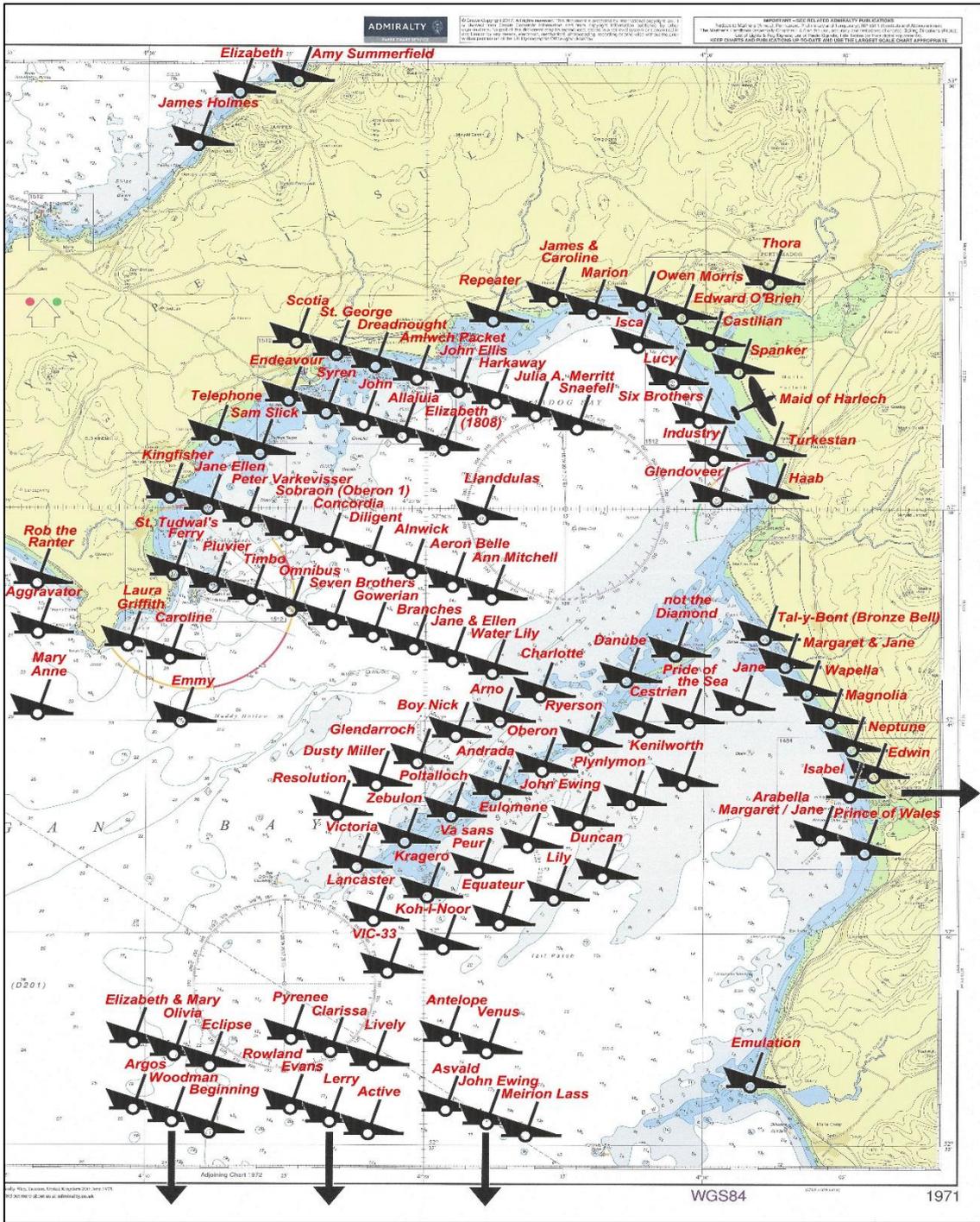
Table 8. The suggested “At-a-Glance” vessels history.

## Appendix B – Enlarged Charts of the Vessels Researched



The above Admiralty Chart 1971 – Cardigan Bay – northern part (not to be used for navigation)  
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 and the UK Hydrographic Office ([www.GOV.uk/UKHO](http://www.GOV.uk/UKHO))

Figure 12. Chart of vessels researched (North Cardigan Bay - West)



The above Admiralty Chart 1971 – Cardigan Bay – northern part (not to be used for navigation)  
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Figure 13. Chart of vessels researched (North Cardigan Bay - East)

## Appendix C – Reports Submitted

Vessel	Date	Type	Incident	Author
<a href="#">Aberdeen</a>	11/03/1941	Steam Trawler	sunk by German aircraft	Nigel Cossons
<a href="#">Active (1825)</a>	07/10/1825	Brigantine	driven ashore & total loss	Graeme Perks
<a href="#">Active (1888)</a>	10/08/1888	Smack	sank offshore in bad weather	Gareth Davies
<a href="#">Advance</a>	13/02/1906	Ketch	abandoned, foundered, lost	Graeme Perks
<a href="#">Aeron Belle</a>	20/02/1910	Schooner	ran aground but re-floated	Gareth Davies
<a href="#">Aqberi &amp; U-87</a>	25/12/1917	Steamship	sunk by submarine ( <a href="#">U-87</a> )	Gareth Davies
<a href="#">Aggravator</a>	08/08/1898	Steamship	driven ashore & total loss	Chris Holden
<a href="#">Alice Bannister</a>	03/11/1898	Schooner	collision ( <a href="#">Borrowdale</a> )	Graeme Perks
<a href="#">Allaluia</a>	07/02/1812	sailing vessel	wrecked & lost	Deanna Groom
<a href="#">All Right</a>	04/03/1881	Smack	driven offshore & sank	Gareth Davies
<a href="#">Alnwick</a>	31/01/1895	Schooner	adrift, towed to safety	Gareth Davies
<a href="#">Amy Summerfield</a>	23/03/1951	Steamship	drifted onto pier & salvaged	Gareth Davies
<a href="#">Amethyst</a>	21/03/1897	Steamship	collision in fog (Anubis)	Lynn Jones
<a href="#">Amlwch Packet</a>	14/10/1881	Schooner	driven ashore & dismantled	Malcolm Whitewright
<a href="#">Andrada</a>	24/03/1895	Barque	grounded & re-floated	Graeme Perks
<a href="#">Ann Mitchell</a>	08/12/1886	Schooner	collision ( <a href="#">SS Maggie</a> ) & sank	Gareth Davies
<a href="#">Antelope</a>	26/08/1893	Smack / Dandy	went ashore & total loss	Graeme Perks
<a href="#">Aquila</a>	23/10/1961	Steamship	steering failed repaired	Gareth Davies
<a href="#">Arabella</a>	01/08/1894	unknown	see Margaret / Jane	Anne Giddings
<a href="#">Argos</a>	19/11/1907	Steamship	foundered & sank total loss	Gareth Davies
<a href="#">Arno</a>	26/04/1895	Fully Rigged Ship	aground on reef & re-floated	Chris Holden

<a href="#">Asvald &amp; U-101</a>	07/10/1916	Barque	abandoned & saved	Gareth Davies
<a href="#">Beatrice Catherine</a>	15/10/1859	Smack	stranded & lost	Sarah Harwood
<a href="#">Beginning</a>	05/03/1812	Sloop	ran onto rocks & total loss	Mike Ortel
<a href="#">Boltonhall &amp; UB-92</a>	20/08/1918	Steamship	sunk by submarine ( <a href="#">UB-92</a> )	Gareth Davies
<a href="#">Boscawen &amp; UB-92</a>	21/08/1918	Steamship	sunk by submarine ( <a href="#">UB-92</a> )	Gareth Davies
<a href="#">Borrowdale</a>	03/11/1898	Steamship	collision ( <a href="#">Alice Bannister</a> )	Graeme Perks
<a href="#">Boy Nick</a>	22/11/1878	MFV	aground on reef, re-floated	Gareth Davies
<a href="#">Bristol</a>	18/12/1819	Brig	driven ashore & total loss	Chris Holden
<a href="#">Bronwen</a>	21/09/1891	Schooner	blown ashore & total loss	Graeme Perks
<a href="#">Burutu</a>	03/10/1918	Steamship	collision ( <a href="#">City of Calcutta</a> )	Gareth Davies
<a href="#">Caroline</a>	13/03/1844	Fully Rigged Ship	driven ashore & total loss	Graeme Perks
<a href="#">Castilian</a>	04/12/1868	Fully Rigged Ship	stranded on the beach	Robert Cadwalader
<a href="#">Celerity</a>	25/12/1852	Schooner	foundered offshore	Graeme Perks
<a href="#">Cestrian</a>	15/01/1849	Barque	driven onto reef, total loss	Graeme Perks
<a href="#">Charles Edward</a>	30/08/1865	Schooner	collision ( <a href="#">Aleppo</a> ) & sank	Chris Holden
<a href="#">Charlotte</a>	??/11/1877	Brigantine	aground on reef & re-floated	Chris Holden
<a href="#">Chelford</a>	14/04/1918	Steamship	sunk by submarine <a href="#">UB-73</a>	Ashton East
<a href="#">Christiana</a>	1892/1896	Smack	stranded, re-floated, lost	Graeme Perks
<a href="#">Clarissa</a>	30/07/1886	Schooner	sprang a leak & sank	Gareth Davies
<a href="#">Claudia</a>	26/10/1859	Smack	driven ashore & total loss	Graeme Perks
<a href="#">Clyde</a>	12/11/1816	Sloop	driven ashore, but re-floated	Jerry Cross
<a href="#">Concordia</a>	01/11/1887	Brig	driven ashore & re-floated	Chris Holden

<a href="#">Cydonia</a>	21/10/1949	Steamship	struck a mine & beached	Gareth Davies
<a href="#">Cyrene</a>	05/04/1918	Steamship	sunk by submarine <i>UC-31</i>	Ashton East
<a href="#">Danube</a>	06/03/1861	Fully Rigged Ship	stranded on reef & wrecked	Malcolm Whitewright
<a href="#">De Jung Jacob</a>	13/09/1800	sailing vessel	driven ashore & total loss	Hristomir Hristov
<a href="#">Dewi Wyn</a>	21/01/1861	Schooner	stranded on bar & re-floated	Gwyneth James
<a href="#">Diamond</a>	02/01/1825	Fully Rigged Ship	wrecked & lost	MADU
<a href="#">Diligent</a>	22/01/1862	Schooner	ran ashore, re-floated	Mel Taylor
<a href="#">Dreadnought</a>	14/10/1881	Schooner	wrecked, salvaged, wrecked	Malcolm Whitewright
<a href="#">Duke Of Connaught</a>	02/01/1887	Schooner	collision ( <a href="#">Dragonman</a> ) lost	Gareth Davies
<a href="#">Duncan</a>	01/02/1914	Steam Trawler	ran onto reef & total loss	Nigel Cossons
<a href="#">Dusty Miller</a>	10/10/1878	Barque	towed from reef to safety	Chris Holden
<a href="#">Eagle</a>	29/07/1879	Steamship	sank offshore & total loss	Jerry Cross
<a href="#">Eclipse</a>	06/01/1817	Brig	lost rudder, sank, re-floated	Jerry Cross
<a href="#">Edward O'Brien</a>	13/02/1875	Fully Rigged Ship	beached & re-floated	Chris Holden
<a href="#">Edwin</a>	13/01/1843	Schooner	driven ashore & total loss	Graeme Perks
<a href="#">Elizabeth (1808)</a>	01/01/1808	sailing vessel	drive ashore & stranded	Jay Grave
<a href="#">Elizabeth (1908)</a>	03/10/1908	Ketch	sprang a leak & sank	Duncan Ross
<a href="#">Elizabeth &amp; Mary</a>	18/12/1816	Sloop	drove onto rocks, re-floated	Jerry Cross
<a href="#">Emmy</a>	05/02/1934	Steamship	grounded & re-floated	Gareth Davies
<a href="#">Emulation</a>	27/02/1849	Schooner	lost rudder, ashore, saved	Graeme Perks
<a href="#">Endeavour</a>	08/12/1886	Smack	driven ashore & total loss	Gwyneth James
<a href="#">Enterprise</a>	28/04/1839	Brig	driven onto bar, salvaged	Graeme Perks
<a href="#">Equateur</a>	13/01/1879	Barque	ran onto reef & total loss	Morgane Mahaud

<a href="#">Erica</a>	08/03/1918	Schooner	sunk by submarine <i>U-110</i>	Ashton East
<a href="#">Eulomene</a>	29/01/1884	Fully Rigged Ship	ran onto reef & total loss	Gareth Davies
<a href="#">Eulomene</a>	30/01/1905	Barque	lost under tow in North Sea	Gareth Davies
<a href="#">Ezel</a>	01/09/1905	Schooner	stranded on bar, re-floated	Graeme Perks
<a href="#">Favourite Sally</a>	22/11/1811	Brig	wrecked & lost	Deanna Groom
<a href="#">Ferga &amp; UC-65</a>	14/02/1917	Steamship	sunk by submarine ( <a href="#">UC-65</a> )	Gareth Davies
<a href="#">Fife Maid</a>	26/11/1861	Schooner	wrecked & total loss	Gerrard Walker
<a href="#">Florist</a>	16/11/1882	Brigantine	floundered in storm & lost	Graeme Perks
<a href="#">Frances</a>	07/09/1826	Brigantine	collision ( <a href="#">Britannia</a> ), saved	Graeme Perks
<a href="#">Ganda</a>	05/08/1904	Steamship	drifted ashore & sank	Chris Holden
<a href="#">Gezusters</a>	18/12/1902	Schooner	foundered & total loss	Gareth Davies
<a href="#">Glendarroch</a>	15/03/1893	Steamship	ran onto reef! but re-floated	Nigel Cossons
<a href="#">Glendoveer</a>	12/07/1845	Fully Rigged Ship	stranded & salvaged	Robert Cadwalader
<a href="#">Glenocum</a>	23/05/1883	Steamship	went ashore and sank	Chris Holden
<a href="#">Gordon Castle</a>	10/09/1916	Steamship	collision ( <a href="#">Stormarn</a> ) lost	Lynn Jones
<a href="#">Gowerian</a>	16/01/1905	Schooner	abandoned but saved	Gareth Davies
<a href="#">Great Britain</a>	03/03/1881	Schooner	foundered & total loss	Sirine Ghiye
<a href="#">Greenland &amp; UC-65</a>	14/02/1917	Steamship	sunk by submarine ( <a href="#">UC-65</a> )	Gareth Davies
<a href="#">Haab</a>	24/01/1884	Barque	beached & re-floated	Graeme Perks
<a href="#">Haba</a>	22/08/1885	Brigantine	leaking abandoned sank	Chris Holden
<a href="#">Harkaway</a>	14/10/1881	Schooner	beached in storm, re-floated	Malcolm Whitewright
<a href="#">Harvest Home</a>	04/04/1841	Barque	stranded but re-floated	Chris Holden
<a href="#">Harvest Home</a>	27/04/1914	Schooner	hit rocks & total loss	Chris Holden

<a href="#">Hebe</a>	01/09/1833	Yacht (steam?)	foundered & total loss	Chris holden
<a href="#">Herefordshire</a>	15/03/1934	Steamship	ran aground & total loss	Gareth Davies
<a href="#">Ida</a>	20/02/1907	Brig	ran aground, but re-floated	Gareth Davies
<a href="#">Ilesha</a>	08/08/1915	Motor Vessel	ran onto rocks & total loss	Chris Holden
<a href="#">Industry</a>	07/12/1891	Schooner	drifted un-manned, wrecked	Gerallt Owen
<a href="#">Isabel</a>	18/09/1858	Schooner	driven ashore & total loss	Jay Grave
<a href="#">Isca</a>	22/02/1875	Barque?	ran aground & re-floated	Chris Holden
<a href="#">James</a>	29/03/1883	Schooner	stranded on the beach	Deanna Groom
<a href="#">James &amp; Caroline</a>	14/10/1910	Lifeboat	stranded & condemned	Robert Cadwalader
<a href="#">James Holmes</a>	07/09/1826	Sloop	driven ashore & re-floated	Deanna Groom
<a href="#">Jane</a>	10/11/1835	Brig	ran onto reef & re-floated	Chris Holden
<a href="#">Jane and Ellen</a>	11/11/1877	Schooner	driven ashore but recovered	Graeme Perks
<a href="#">Jane Ellen</a>	21/03/1887	Schooner	ran ashore & wrecked	Malcolm Whitewright
<a href="#">John</a>	1559/1590	Trading Ship	abandoned & lost	Richard Adamczyk
<a href="#">John Ellis</a>	14/10/1881	Schooner	driven ashore, re-floated	Malcolm Whitewright
<a href="#">John Ewing</a>	1902 /1918	Schooner	ran aground / abandoned	Gareth Davies
<a href="#">John G. Walter</a>	09/03/1918	Schooner	sunk by submarine ( <a href="#">U-101</a> )	Ashton East
<a href="#">Joseph Nicholson</a>	14/02/1895	Schooner	collision ( <a href="#">Walter Ulrick</a> )	Nigel Braybrooke
<a href="#">Julia A. Merritt</a>	23/11/1877	Schooner	beached & re-floated	Chris Holden
<a href="#">Kenilworth</a>	14/01/1870	Fully Riggered Ship	ran onto the reef & total loss	Chris Holden
<a href="#">Kingfisher</a>	09/08/1940	Steamship	beached, re-floated	Malcolm Whitewright
<a href="#">Kirkby &amp; U-38</a>	17/08/1915	Steamship	sunk by submarine ( <a href="#">U-38</a> )	Gareth Davies
<a href="#">Koh-I-Noor</a>	13/04/1890	Schooner	struck causeway & sank	Ray Dickinson

<a href="#">Korsnaes &amp; UC-65</a>	24/03/1917	Steamship	sunk by submarine ( <a href="#">UC-65</a> )	Gareth Davies
<a href="#">Kragero</a>	02/08/1895	Barque	stranded, re-floated	Nigel Braybrooke
<a href="#">Kyanite &amp; UC-65</a>	15/02/1917	Steamship	sunk by submarine ( <a href="#">UC-65</a> )	Gareth Davies
<a href="#">Lancaster</a>	14/03/1835	Fully Rigged Ship	ran on the reef & total loss	Graeme Perks
<a href="#">Laura Griffith</a>	11/12/1909	Schooner	driven ashore & total loss	Graeme Perks
<a href="#">Leinster &amp; UB-123</a>	10/10/1918	Steamship	sunk by submarine ( <a href="#">UB-123</a> )	Gareth Davies
<a href="#">Lerry</a>	18/12/1893	Smack	foundered on bar, total loss	Graeme Perks
<a href="#">Lily</a>	22/05/1888	Yacht	hit wreck ( <a href="#">Eulomene</a> ) sank	Gareth Davies
<a href="#">Lively</a>	20/09/1824	Sloop	foundered in storm & lost	Graeme Perks
<a href="#">Llanddulas</a>	28/12/1900	Schooner?	foundered & total loss	Chris Holden
<a href="#">Lucellum</a>	19/12/1941	Tanker	bombed, abandoned, saved	Hristomir Hristov
<a href="#">Lucy</a>	03/02/1867	Schooner	ran onto the bar & total loss	Sirine Ghiye
<a href="#">Luther</a>	24/01/1884	Brig	lost in force 11 storm	Wendy Sadler
<a href="#">Magnolia</a>	04/02/1886	Fully Rigged Ship	beached & re-floated	Chris Holden
<a href="#">Maid of Harlech</a>	27/09/1942	Aircraft	ditched just off the beach	MADU
<a href="#">Maid of Meirion</a>	19/10/1900	Dandy	foundered & sank	Gwyneth James
<a href="#">Margaret / Jane</a>	01/08/1894	2 - Rowing Boat	swamped and overturned	Anne Giddings
<a href="#">Margaret &amp; Jane</a>	13/12/1863	Schooner	struck reef & salvaged	Chris Holden
<a href="#">Margaret Lloyd</a>	25/10/1859	Smack	sank in storm & total loss	Graeme Perks
<a href="#">Margarita &amp; UC-65</a>	14/02/1917	Steamship	sunk by submarine ( <a href="#">UC-65</a> )	Gareth Davies
<a href="#">Marion</a>	29/09/1885	Schooner	driven ashore & total wreck	Stefano Borghi
<a href="#">Mary Anne</a>	14/11/1879	Barque	unstable cargo, total loss	Graeme Perks
<a href="#">Mary Fell</a>	12/11/1816	Brig	driven ashore, but re-floated	Jerry Cross

<a href="#">Matilda</a>	26/06/1853	Brig	ran ashore & total wreck	Mike Ortel
<a href="#">Meirion Lass</a>	22/06/1862	Smack / Ketch	ran onto bar, re-floated	Graeme Perks
<a href="#">Mersey</a>	31/07/1886	Steamship	ran aground & total loss	Gareth Davies
<a href="#">Miningu</a>	23/01/1884	Barque	foundered & total loss	Graeme Perks
<a href="#">Monk</a>	07/01/1843	Paddle Steamer	stranded on bar & wrecked	Chris Holden
<a href="#">Moringen</a>	16/06/1897	Brig	stranded on the bar	Richard Evans
<a href="#">Neptune</a>	02/02/1825	Fully Rigged Ship	driven ashore & total loss	Graeme Perks
<a href="#">Newry</a>	16/04/1830	Barque	driven ashore & total loss	Richard Adamczyk
<a href="#">Oberon (2)</a>	01/04/1860	Barque	aground on reef & re-floated	Malcolm Whitewright
<a href="#">Olivial / Olivia</a>	11/02/1917	Steamship	scuttled, submarine ( <a href="#">UC-65</a> )	Mike Ortel
<a href="#">Omnibus</a>	06/02/1869	Schooner	struck rocks & total loss	Graeme Perks
<a href="#">Owen Morris</a>	08/12/1907	Schooner	driven ashore & total loss	Mel Taylor
<a href="#">Palendar</a>	11/03/1861	Flat / Smack	ran ashore & total loss	Chris Holden
<a href="#">Peter Varkevisser</a>	13/01/1895	Ketch	foundered, re-floated	Chris Holden
<a href="#">Phoebe</a>	01/09/1833	Yacht (steam?)	foundered & total loss	Chris holden
<a href="#">Phoebe</a>	13/01/1843	Schooner	lost during the Great Storm	Alexia Van Hecke
<a href="#">Pioneer</a>	24/01/1862	Brigantine	abandoned, aground, saved	Graeme Perks
<a href="#">Pluvier</a>	15/03/1905	Schooner	collision with schooner Rosie	Graeme Perks
<a href="#">Plynlymon</a>	09/03/1858	Steamship	ran onto the bar, re-floated	Gerrard Walker
<a href="#">Poltalloch</a>	02/01/1916	Barque	stranded & total loss	Robert Cadwalader
<a href="#">Pride of the Sea</a>	08/12/1854	Clipper	hit reef, on fire, total loss	Peter Millar
<a href="#">Prince of Wales</a>	22/07/1966	Cutter	sank with loss of 15 lives	Sam Woods-Peel
<a href="#">Pulteney</a>	18/08/1934	Steamship	collision (SS <a href="#">Thelma</a> ) lost	Gareth Davies

<a href="#">Pwllheli Packet</a>	30/09/1873	Smack	sank in storm & lost	Beccy Austin
<a href="#">Pyrene</a>	11/11/1872	Schooner	driven ashore & total loss	Gareth Davies
<a href="#">Reindeer</a>	20/10/1874	Schooner	sprang a leak & sank	Graeme Perks
<a href="#">Repeater</a>	30/11/1821	Fully Rigged Ship	driven ashore & a total loss	Graeme Perks
<a href="#">Resolution</a>	12/09/1835	Brig	lifeboat guided to safety	Chris Holden
<a href="#">Rio Negro</a>	12/01/1920	Steamship	adrift no rudder/prop saved	Gareth Davies
<a href="#">Robert Eggleton</a>	28/12/1917	Steamship	sunk by submarine ( <a href="#">U-91</a> )	Becky Gill
<a href="#">Rob the Ranter</a>	30/10/1899	Brigantine	beached & total loss	Mal Taylor
<a href="#">Rowland Evans</a>	12/09/1882	Brig	abandoned & lost	Chris Holden
<a href="#">Ryerson</a>	01/06/1874	Fully Rigged Ship	aground on reef & re-floated	Chris Holden
<a href="#">Saint George</a>	14/10/1881	Brig	beached, re-floated	Malcolm Whitewright
<a href="#">Sam Slick</a>	08/12/1886	Schooner	driven ashore & a total loss	Gwyneth James
<a href="#">Sarah</a>	07/10/1835	Fully Rigged Ship	driven ashore & total loss	Sirine Ghiye
<a href="#">Seven Brothers</a>	27/11/1909	Schooner	stranded on the beach	Graeme Perks
<a href="#">Scotia</a>	08/12/1886	Schooner	driven ashore & total loss	Gwyneth James
<a href="#">Six Brothers</a>	06/01/1867	Schooner	stranded & sank	Gerallt Owen
<a href="#">Snaefell</a>	15/10/1902	Schooner	driven towards shore, saved	Adrian Corkill
<a href="#">Snowdon Range &amp; UC-65</a>	28/03/1917	Steamship	sunk by submarine ( <a href="#">UC-65</a> )	Gareth Davies
<a href="#">Sobraon/Oberon 1</a>	24/01/1860	Brig	mistaken identity - no loss	Malcolm Whitewright
<a href="#">Spanker</a>	06/02/1885	Barque	stranded on the foreshore	Robert Cadwalader
<a href="#">St Johannes</a>	13/09/1800	Dutch Barge	total loss	Beccy Austin
<a href="#">St Tudwals Ferry</a>	??/??/1887	Ferry	unknown	Annette Maloney
<a href="#">Stormarn</a>	16/09/1900	Steamship	collision ( <a href="#">Gordon Castle</a> ) lost	Lynn Jones

<a href="#">Stuart</a>	06/04/1901	Barque	ran ashore & total loss	Meherzi / Davies
<a href="#">Swanland</a>	27/11/2011	Bulk Carrier	structural failure, total loss	Sarah Harwood
<a href="#">Syren</a>	08/03/1908	Ketch	stranded & re-floated	Graeme Perks
<a href="#">Tal-y-Bont</a>	17th century	Armed Ship	wrecked & lost	MADU
<a href="#">Tamerlane</a>	23/10/1846	Barque	stranded & re=floated	Graeme Perks
<a href="#">Telephone</a>	1892/1893	Steamship	beached & re-floated	Chris Holden
<a href="#">Thelma</a>	18/08/1934	Steamship	collision ( <a href="#">Pulteney</a> ) survived	Gareth Davies
<a href="#">Thetis</a>	06/02/1850	Snow / Brig	stranded on bar & wrecked	Graeme Perks
<a href="#">Thora</a>	29/10/1927	Schooner	wrecked, salvaged, wrecked	Mel Taylor
<a href="#">Timbo</a>	15/11/1922	Steamship	stranded on rocks & sank	Graeme Perks
<a href="#">Turkestan</a>	18/02/1876	Fully Rigged Ship	stranded on the beach	Robert Cadwalader
<a href="#">Twelve Apostles</a>	23/11/1898	Schooner	ran ashore & wrecked	Deanna Cunningham
<a href="#">Two Brothers</a>	16/03/1907	Schooner	drifting ashore, but saved	Annette Maloney
<a href="#">U-87</a>	25/12/1917	Submarine	rammed, sank, total loss	Mark Blondeau
<a href="#">unidentified (Branches)</a>	05/12/1841	Barque	ran onto rocks & total loss	Graeme Perks
<a href="#">unidentified (Elizabeth 1819)</a>	09/10/1819	Brig	foundered & total loss	Graeme Perks
<a href="#">unidentified (Haakon Adelsten)</a>	16/01/1853	Brig	driven ashore, wrecked and salvaged	Riccardo Mandolini
<a href="#">Va sans Peur</a>	26/03/1948	Breton Trawler	ran onto reef, towed off	Morgane Mahaud
<a href="#">Venus</a>	16/12/1811	Brig	driven ashore & total loss	Graeme Perks
<a href="#">VIC-33</a>	05/01/1945	Steamship	lost propeller, adrift, saved	Gareth Davies
<a href="#">Victoria</a>	31/07/1851	Schooner	ran onto reef & re-floated	Chris Holden
<a href="#">Vine</a>	15/12/1857	Schooner	struck rocks & sank	Sarah Harwood

<a href="#">Viscata</a>	28/01/1880	Schooner	sunk offshore & a total loss	Graeme Perks
<a href="#">Walpas &amp; U-91</a>	27/04/1918	Schooner	sunk by submarine ( <a href="#">U-91</a> )	Gareth Davies
<a href="#">Walter Ulric</a>	14/02/1895	Schooner	collision ( <a href="#">Joseph Nicholson</a> )	Nigel Braybrooke
<a href="#">Wapella</a>	24/01/1868	Barque	driven ashore & a total loss	Chris Holden
<a href="#">Water Lily</a>	06/12/1914	Schooner	grounded but re-floated	Gareth Davies
<a href="#">Weaver</a>	15/11/1882	Schooner	stranded	Sarah Harwood
<a href="#">Woodman</a>	12/12/1883	Schooner	foundered, ran ashore, lost	Graeme Perks
<a href="#">Zebulon</a>	11/09/1835	Barque	driven onto reef, re-floated	Graeme Perks
<b>Miscellaneous Additional Reports</b>				<b>Author</b>
<a href="#">Caernarvon School of Navigation</a>				Sarah Harwood

*Table 9. The reports submitted*

## Appendix D – Publicity included in the NAS weekly “Discoveries” e-mails



It's been two weeks since the launch of the "**www Research Project**" and we already have 14 researchers beavering away investigating 32 vessels.



Week three of the **www Research Project**, the sun has gone in, and the consequence, a big uptake in people looking to get involved!



Wrecks come in many shapes and sizes.



With site work on hold, how are you maintaining your enthusiasm in Maritime Archaeology?



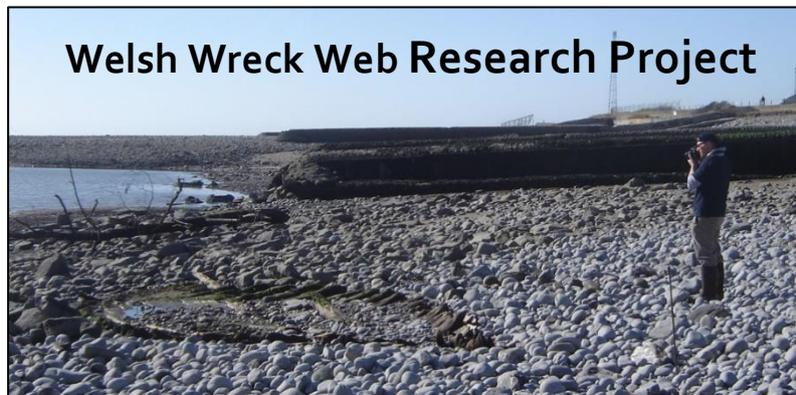
Remember those days when we could go out and study shipwrecks!  
Travelling far might not be flavour of the week!  
But studying some wrecks from home is sure to be less contentious!



Don't turn your back on those smaller wrecks,



Some days on site, wellies just don't cut it.  
But researching from the comfort of your home isn't weather dependent.



No wreck is too small to record!



Some intertidal wrecks are more challenging than others to record!  
But researching them from home can be just as rewarding.

## Welsh Wreck Web Research Project



Wrecks don't need to be old before they are worth Researching and Recording.

## Welsh Wreck Web Research Project



Even famous wrecks are worth re-visiting, there's always something new to discover.



## Welsh Wreck Web Research Project

There are many expensive ways to record an intertidal wreck, like from the air. But you don't need anything more than an internet connection to research them on-line.



This abstract assemblage on the foreshore may be challenging to understand, but research into the who, what, why, where & when could help.



The name of this wreck maybe lost in the sands of time, but somewhere out there will be the answer!



You're never too young to start recording wrecks, and you're never too old to start researching them!



The identities of some wrecks have remained a mystery for years, but researching them could put an end to their obscurity!



Ballast mounds, or natural features?

Research could reveal detail of any vessels that ran aground, or were abandoned on this beach.



When this vessel was retired, who would have guessed what a colourful future lay in store!

You too could have an interesting and constructive future by joining the **"www Research Project"** team.



The information behind some wrecks may lie buried below more than just a layer of seaweed!



The location and backdrop behind some intertidal wreck sites can be less attractive than others!

So, if you would prefer to research them, instead of having to visit them! the **"www Research Project"** could be just what you're looking for.



And here is another less than attractive intertidal wreck site location, but at least tourists are thin on the ground!

So, if you prefer not to be disturbed while investigating wreck sites, the **"www Research Project"** could be just what you're looking for.



Maritime Archaeology isn't all about Shipwrecks,  
as demonstrated by this intertidal submerged landscape.

But if you're particularly interested in shipwrecks and maritime incidents,  
then the "**www Research Project**" could be just what you're looking for.



Remember those halcyon days when we could all go out and wander along the seashore?

Those days may be on hold, but in the meantime, the "**www Research Project**"  
may be able to maintain your enthusiasm for Maritime Archaeology.

## Appendix E – Researchers Feedback

The following are some of the feedback comments received by e-mail during the course of the project:

**Mark Blondeau:** (Canada / England) It was great fun and incredibly interesting doing this project, and I want to thank you for all your hard work coordinating such an impressive community-based research project! It has been an absolute pleasure and indeed something of an honour to work on this project, and I look forward to my next opportunity to learn and collaborate with the NAS!

**Nigel Braybrooke:** Thank you for putting together this brilliant project, it certainly kept me occupied during the 2020 lockdown.

**Jason Carpenter:** This is a lot of fun and can't wait to write up the reports:)

**Nigel Cossons:** Thanks for all your efforts on the project – it has been very interesting. I'm going to keep picking away at the *SS Aberdeen* so will see if I can send an addendum in due course.

**Jerry Cross:** The project has helped me hugely from improving my IT skills to becoming a lot more methodical in my approach in undertaking any research, I now am an annual subscriber to BNA (British Newspaper Archive), it's a great resource.

**Ray Dickinson:** Subjectively the author has enjoyed researching this vessel and compiling this report and has hopefully gained some skills in the process. Certainly, awareness of some of the online resources available. It has been a useful exercise to complement the NAS Foundation in Maritime Archaeology courses.

**Sirine Ghiye:** (Lebanon) I'm enjoying my time with writing the reports during the lockdown.

**Becky Gill:** Thanks so much for all your help, time and opening this project up to the public. I've really enjoyed the research aspect but have found the writing up more challenging - it's been a long time since I've done anything like this and I'm certainly rusty! It's been really good to get the grey matter thinking outside of its normal comfort zone. Thank you.

**Jay Grave:** I spent a great deal of time being led on wild goose chases, examining charts, reading about other *Elizabeths*, shopping for scuba gear, planning new adventures, etc. but the bulk of time was focused on this specific wreck. It was a steep learning curve using new research tools and archives as well as some geography lessons. If I was beginning again, I would be much more efficient.

**Chris Holden:** Congratulations on the success of the project; it's certainly gone well, and it's helped me to keep occupied during the lockdown.

**Gwyn James:** I've really enjoyed the researching and also learnt a huge amount. It has been a great help to have something to absorb myself in over the past months

**Lynn Jones:** Very interesting research project. Learnt a lot about how to access a variety of sources and to write a report. Have also started to investigate the possibility of adopting a wreck in the local area, involving the local community.

**Morgane Mahaud:** (France / Ireland) www project is really nice so I was happy to write it.

**Annette Maloney:** I have very much enjoyed doing the research. It has been satisfying and therapeutic and I have a great deal more confidence now. Thank you for the fascinating newsletters and impeccable organisation including being kind to idiots like me.

**Mike Ortel:** (USA) It has been fun researching these vessels

**Graeme Perks:** Sanity preserving, addictive, interesting, challenging, rewarding. Thanks very much for giving me something interesting to occupy my time during lock down and the long winter particularly. I have learnt so much about sailing vessels and Victorian life, from the newspapers and their slant on historical events I knew something about already. The storms that overtook so many vessels, the foundation of the RNLI from the great loss of life and the bravery of the men saving vessels in distress.

**Duncan Ross:** It's great how successful the www project has been. I'm sure it's kept a few people busy during the lockdown.

**Alexia Van Hecke:** (Belgium) I wanted to thank you for having given me such an opportunity.