

**SOME ADDITIONS TO THE LUNDY WRECKS LIST IN
Larn R & Larn B: SHIPWRECK INDEX OF THE BRITISH ISLES, 1995**

By

MYRTLE TERNSTROM

Whistling Down, Sandy Lane Rd., Cheltenham, GL3 9DE

ABBREVIATIONS

Gade 1978: Gade, F W., *My Life on Lundy*

Gosse 1853: Gosse, P., 'Lundy Island', *The Home Friend*

Langham 1994: Langham, A.F. *The Island of Lundy*

LFSR: Lundy Field Society Report

Limerick Archive: T 22

Page 1895: Page, J., *The Coasts of Devon & Lundy Island*

SIBI: Larn, R & Larn, B., 1995, *Shipwreck Index of the British Isles*, Vol 1, Lloyd's Register of Shipping

Steinman Steinman: Steinman Steinman, G., 1836, Some Account of the Island of Lundy, *Collectionea Topographica at Genealogica*, iv, privately reprinted 1947

1610-1620, LFSR, 47, 1996, 66

The *Daniel* "lost upon Lunday".

1792 July 12th, LFSR 20, 1969, 22

The *Jane*. Put ashore on Lundy to save the crew; some coal saved.

1809 February 8th, LFSR 20, 1969. 22

"*Baltic*, Cardiff for Lundy, foundered near Lundy, crew saved".

1816 November 17th, Langham, 1994, 142

"... the 40 ton sloop *Rover* bound from Newport to London with a cargo of coal was wrecked on the Knoll Pins".

1823 October 30th, Letter M Mannix to Sir Aubrey de Vere Hunt,
Limerick Archive.

Marriston or *Morrison* "...there was a great misfortune happened hear on the 30th October last. An Irish Brig called the *Marriston* was wrecked hear and 25 persons drowned, besides 250 pigs. The Captin and three men saved their lives on a part of the mast but one of the men died after he came ashore and we burid him and another man that was picked up on the island. We could save none of the wreck, she went to pieces..." These may be the burials referred to by Steinman Steinman 1947, 19.

1825 April 14th, Letter M Mannix to Sir Aubrey de Vere Hunt
Limerick Archive

Comas or *Commerce* "...a very large brig from Jersey, called the *Comas* [?], registered 154tuns. She struck on the south end at the Shutter Rock on the morning of the 14th. The crew was all saved, and the moast of the sails and rigging and all the valuables that was in her.. The captain is still on the island logging at the lighthouse, but the men are all gone home to Sunderland..."

1828 November, Woodman, R: 1985, *A View from the Sea*, 142.

La Jeune Emma. Of 19 on board, 13 were lost, including the niece of the Empress Josephine.

1836 October 8th, Heaven archive,

Letter W H Malbon to William Hudson Heaven

"... a boat and seven men were floating about the West side of the island...supposed to be shipwreck'd men. I had the boat launched and myself and three others went to their assistance and towed them on shore. They had been out a day and night without any provisions, so you must know how exhausted they were. I gave them each a glass of rum and riged them out with dry cloths, and after breakfast they went to bed. They are Danes and can speak but little English... She sprung a leak at 7 o'clock in the morning of the 6th inst about 10 or 12 miles to the West of the island. The pilots cannot think how they could have been saved, for it blew a hurricane last night. I have bought their boat for the large sum of One pound ten shillings which...is a bargain as she is worth five or six pounds. There has been two wrecks to the westerd..."

The vessel is not named.

1838 May 30th, Heaven Archive,

Letter W Malbon to William Hudson Heaven

"I have very little spirit left or wine since the wreck sailors had an entrance into the cellar when I was in Bristol".

No name or date for the vessel.

1841 July, LFSR 20, 1969, 22

"Brig *Eliza* of St Ives, 'sunk near Lundy Island', crew rescued by the brig *Susan* and landed at Appledore..."

1842 June 25th, Langham 1994, 143

"The 200 ton brig *Crescent* (Capt. James Pain) of Exeter sprang a leak a short distance from Lundy Roads....the master and crew abandoned her, after which she went down with her cargo of coal from Swansea. The crew reached Lundy where they took shelter in the hole of a rock for two nights and a day, and we regret to say that although under such perilous circumstances and fatigue, the people of the island neither offered or rendered the sufferers the least assistance, or served them with any provisions during the whole time they were on the island. The Trinity steamer *Argus* took them off and landed them at Appledore, the captain hailing them with the greatest kindness and humanity."

1848 February 2nd, Gosse, 1853, iii, 128

The *Ann*. Gosse quotes a lightkeeper: "a vessel came ashore in a dense fog on the rocks just below the lighthouse. All the crew took to their boat, but were never afterwards heard of. One person alone was saved, a sailor boy, but a passenger on board this craft. The boat had put off

without him, but the crew...told him to jump overboard, and they would pick him up. He however, was afraid to do this as he could not swim... The poor lad remained on the wreck till morning dawned; meanwhile the tide had receded, and had left the vessel high and dry upon the shore. He clambered up the precipice, told his sad tale, and met with hospitality and sympathy."

1848 February 12th, Gosse, 1853, ii, 490

The *Sylphiden*. Gosse quotes the tenant, Lee: "...a vessel came on shore...she was a Norwegian brig in ballast....all hands were saved, but it was only by means of ropes passed down to them by our people, by which they were hauled up the cliffs."

1850 January 18th, Langham 1994, 144

"...the 195 ton brig *Thomas Crisp* was wrecked on Lundy during a gale and one life was lost."

1853 November, LFSR 20, 1969, 22

"French chassemaree *Leocadie* of Nantes...in ballast, run into by a large brig near Lundy, crew of four took to boat and landed in a 'little cove' near the lighthouse."

1862, January 2nd, 'Henry Moffat, Seaman'

The *Mariner's Mirror*, 1973, lix, 197

Iona II "...[He] signed on a fast blockade-running steamer at Renfrew to convey arms and ammunition to the Confederate States of America. This eighteen-knot steamer...set off...with two trainloads of armaments and four military gentlemen in mufti as passengers...the ship went full tilt on to the rocks of Lundy Island, tearing out the bow frames and plates as though they had been cardboard...she was clearly doomed. The order came to abandon ship...the officer was prudent enough to send Henry back to retrieve a quarter of beef...as there was no food in the boat...No sooner was the quarter of beef on his back than Henry heard a drawled Southern voice in the darkness behind him saying 'Drop that beef!...If you don't, I shoot!'. An instant later he felt a heavy bullet strike the carcass and he heard the report of a revolver fired just behind him.. Henry did not loiter...but sped on his way to the boat, which cast off.. [the] crew got back to Cardiff, and Henry confronted the American who had fired the revolver. That worthy denied the incident had ever taken place, and Henry took the charitable view that the whole voyage had probably been an elaborate fraud on some insurance company." Figure 1

1865 April 5th, Langham 1994, 145

"...the sailing vessel *Eclipse* which was stranded"

1866 January 24th, Heaven Archive,

Letter Mary Ann Heaven to John Gyde Heaven

"...the ship *Hannah More* was wrecked off Lundy, the Capt'n and twenty of the hands were lost, and six only of the crew saved - One of these swam on shore in the morning, five others remaining on the wreck turned botton upwards from about six in the morning till four in the afternoon. All the efforts of the islanders to rescue them being unavailing till then, although they were not five hundred yards from the shore. I could see the wreck looking like a great raft through the gap at 'The Gates' — At length someone observed 'What a pity there is not a boat on the other side of Lamatry'. 'I think one could launch over there', and Phi [the

Rev H G Heaven] said 'There is my father's boat. I think you have force enough to haul her over,' and they did drag the boat up and lowered her on the other side, but even then their first effort to reach the wreck failed. It was not till about four o'clock when the wind shifted a point or two, that Sam German [Jarman] and Tom Saunders succeeded in getting to the poor fellows and brought five safe on shore. One poor creature was left dead on the wreck...He had almost succeeded in swimming on shore in the morning but was compelled to return to the wreck. His comrades say that when he saw the little boat put back again from its first attempt his heart broke, and he just laid down his head and died. There were other episodes very very sad. One poor fellow did reach a rock but he seemed to faint after the effort for he was seen to fall and slide off again and sink in the water like a log. With one or two besides it seemed that with one struggle more they would be safe but the strength appeared to fail them at the last moment and they were swept away. Others were seen floating down the Channel clinging to portions of the wreck."
[Before the lighthouse was built, there was a path over Lametry from the Beach to the Cove.]

1867, Heaven Archive, Lundy Log, 10-12

Columba ran aground on the beach; the crew took off all the cargo they could. The vessel afterwards caught fire and broke up.

1867 Trinity House archive, 30 010, Vol 46, 305

Firefly. Thomas Lee at the Battery received 2 guineas for services rendered.

1868 August, LFSR 20, 1969, 22

"The *Admiral* 'dashed to pieces on Lundy island', only one survivor."

1868 November 1, LFSR 20, 1969, 22

Julia, floundered in the Roads, crew saved.

1870 October 24th, Heaven Diary

Un-named vessel sunk in the Bay.

1872 February 4th-5th, Heaven diary

Fore and After *Mary* lost from Lundy to Appledore, Fishwick and crew saved.

1872 May 16th, Illustrated Lundy News 1972, No 14

Ostrich, of Penzance, sank after a collision.

1872 November 10th, Heaven diary

"Dismasted schooner lay at the Rattles."

1873 October 22nd-23rd, Heaven diary

Pill pilot skiff No 34 lost, lives saved.

1874 September 30th, Heaven diary

"The *Fanny* came for cattle...the wind went...N.E. at night and drove the *Fanny* on shore."

1874 October 1st, Heaven diary

“The *Fanny* a total wreck” she had beached to take off cattle. Entered in SIBI 5th October. In LFS 18, 1967, 21: “with cargo of island granite.”

1874 June 7th, Heaven diary

“Skiff ‘19’ walked under the water at N.E. and was drowned”

1876 January 21st, Heaven diary

“French schooner came on the Beach (*Jean & Robert*)...laden with coals. Captain, apprentice and cabin boy drowned. Mr Dovell saved three men and another ‘novice’ came on shore; these four came to the Villa almost naked except for some clothes Mr D took off to cover them with.”

1877 February 6th, Heaven archive, Lundy Log

The *Ethel* was wrecked on Black Rock and the mate, John Laurence, was the only survivor of a crew of 20. ‘He swam along the coast and landed on the beach behind Lamatry. He laboriously dug foot-holes in the loose shale to climb up to the ridge, and he made his way down to the landing beach and...up to the house [Millcombe]...Next day he went on board the steamer, *Wanderer*,...He sent a sketch he made from memory of his last sight of the *Ethel*.”

1882 September 1st, Heaven diary

Italian barque ashore by works [quarries] got off by boats...run on beach. Went ashore in fog on 31st.

Sept 8th, “Exchange of civilities with Italians” - exchanges of presents with captain of *Il Paola Ravelli*, of Genoa. Written on the reverse of figure 2: “... laden with coal. Was bought by Fishwick of Appledore and refloated. The Victory of Clovelly, Capt. Pengelly, is beach to discharge 30 tons of coal.” Figure 2.

1884 June 27th, Langham 1994, 148

“The *SS Wimbledon* and the *SS Baines Hawkins* both out of Cardiff laden with coal, struck the east Side and were stranded”.

1885 February 13th, Heaven archive,

Letter from Amelia Heaven to Marion Heaven

“It is a horrid wreck. the very offensive-est crew we have ever had - the Capt. had no control over them - they had got at the brandy and most of them were fighting quarelling bad-languaging up & down like demons - the gates were locked...we heard a wild shouting while we were at tea and presently ‘House ahoy!’ just outside the window...luckily twas but one...I shall be truly thankful when they depart...her name is *Peer of the Realm* 1100 tons registered, well-fitted. well-supplied etc...”

1888 Trinity House archive, 30 010, Vol 61, 779

Elsie. A Court of Enquiry was held as to why the fog gun signal had not been heard.

1890, Newspaper cutting, no date or title:

“Early in the morning on Wednesday last the steam collier *Ashdale* foundered in the Bristol Channel, and the crew of 11 men, after rowing for eight hours in an open boat, succeeded in reaching Lundy. Here they were hospitably received by the Rev. Heaven, but the appetites of

eleven hungry and exhausted men are not easily satisfied, and the Rev. gentleman's larder proved unequal to the demands made upon it. Under these circumstances Mr Wright, the tenant, and practically the lord of the island, was applied to for food, which, however, he refused to supply, although the captain offered payment for it....the Trinity yacht *Irene*, which was on a cruise of inspection...called at Lundy Island, took off the shipwrecked crew, and...landed them at Clovelly."

The tenant was Mr Wright, who was wrath with the newspaper. The diary for that date records that 'Men fed at house and went to South Cottage for night.'

1892 February 19th, Page, 1895, 240

Tunisie: "George Thomas was the first to discover the wreck, and climbing down the rough slope to the edge of the cliffs, managed to rig up an impromptu rocket stand, and sent a line over to the shivering sailors. He was joined by others, and all day they worked till the whole crew had been landed and hauled up the cliff So great was the fury of the wind that the rescuers were often unable to keep their feet, but had to throw themselves upon their faces, while at times the intense cold rendered their fingers so numb that they could not feel the ropes..
.the owners of the steamer showed no recognition whatever."

1892 April 20th, Heaven diary

"Steamer (*Ackworth* - coal cargo) on shore last evening in fog. Crew all right...and leaving by tug...to Cardiff..."

1892 April 21st, Heaven diary

"...in the morning came a request from Captain Humphreys and a Captain Kennedy of steamer.... (*Ackworth* - coal cargo) on shore last evening in fog about 9o/c. Crew all right and they and Captain Kennedy leaving by tug.. Collision also last night off Lundy on Humphrey's tug towing up dandy ? schooner as well as taking *Ackworth*'s crew up to Cardiff. *Flying Irishman* is the tug's name.

April 22nd, "*Ackworth* sank but not covered low water time."

1893 November 21st, Bideford Gazette

On Thursday [16th] brig, the *Favourite* in distress off Lundy. The *S S Boileau* went to her assistance but had to give up and the *Favourite* was lost sight of and the *Boileau* also disappeared. Later four men in the boats were picked up by a French steamer and taken to Swansea.

1895 September 19th, Heaven Diary

Maria wrecked near Quarter Wall. "Calm weather...the crew heard the rockets and saw the flashes, but thought they were thunder and lightning!! A whisper of schnapps is to the fore as cause - none of the crew have come on shore."

1895 November 10th, Heaven diaries

'London tug reported loss of ship she was towing from Fleetwood ? hawser broken off N End and they struck - ship capsized - could not find it or anyone.'

1897 May 19th, Langham, 1994, 150

Infanta lost at North End.

1900 February 23rd, Heaven diary

"Fog last evening....a steamer *Perth City* had struck near North End, got off into deep water and gone down, part of crew in tug, part in lifeboat...feared one man is lost - men put on shore from tug *Serpent*".

SIBI gives February 23rd, Bath City.

1901 April 24th, Heaven Diary

Lerwick, only wreckage found.

1906 March 27th, Bideford Gazette

The schooner *C S Atkinson* and the steamer *Guisseppena Lardi* collided near Lundy on Friday [23rd]. The schooner sank in two and a half minutes and three of her crew drowned.

1906 July 24th, Bideford Gazette

Cereda out of Cardiff ashore under the granite quarries in dense fog on Sunday [22nd]. She was got off again about three hours later in a much damaged condition and proceeded to Barry.

1909 November, Langham 1994, 152

"During a severe gale...the *Thistlemore*, on passage from Cardiff to Cape Town, was sheltering in the Roads when her boiler blew up killing all the crew except for nine."

1912 November 30th, Langham 1994, 153

"The fate is not recorded of the sailing vessel *Agoustis* which ran aground...in Halfway Bay."

1915 May 2nd, Hartland Chronicle No. 224

The *Picton River*, out of Cardiff for the River Plate with coal, ashore at the North End. The Ilfracombe lifeboat was launched and started to row down channel and got a tow by a passing steamer. They found a tug boat, the *Margaret Heaven*, there which towed the disabled vessel to Barry.

1915 May 5th, Hartland Chronicle No. 223

Daily Sketch.. report: A Liverpool steamer, *Chitha River*, ...went ashore on Lundy in thick fog and sustained serious damage. [Probably this refers to the *Picton River* ...]

1917 January 28th, Heaven archive

letter Walter Heaven to Marion Heaven

"...A three-masted schooner - the *Arthur Edward*... - came ashore just N of Jenny's Cove, New Year's night...one man, an Australian, drowned — the main mast fell into the cliff and the men climbed ashore by it and up the cliff, they only just had time (the three who were saved). ..when the sea washed it out...the missing man got entangled in the rigging."

1917 September 19th, Langham 1994, 153

"A gale...caused the Glasgow schooner *Mary Orr*.... to drag her anchors while sheltering in the Roads. She was abandoned and her crew of four were taken to Ilfracombe by the Ilfracombe lifeboat."

1927 April, Gade 1978, 26-27

A Padstow herring-boat, the *Annie-Kate*, was totally wrecked while anchored in the Cove.

1929 March 25th:

Maria Kyriakides: a full description is given in Gade 1978, 110-115

1931 March 28th

Taxiarchis: a full description, including the rescue of the crew by RLSA, is given in Gade 1978, 137-151.

1933 October 20th, Gade 1978, 182-183

Cutter, the *Mayflower*.

1937 July 2nd

Carmina Filomena: a full description is given in Gade 1978, 210-214.

1983 June 6th, Langham 1994, 156

The MV *Inshaalah* broke her moorings in rough weather...and was driven ashore...a total loss.

ACKNOWLEDGEMENT

I am indebted to Peter Rothwell for the reference to *La Jeune Emma*, 1828.

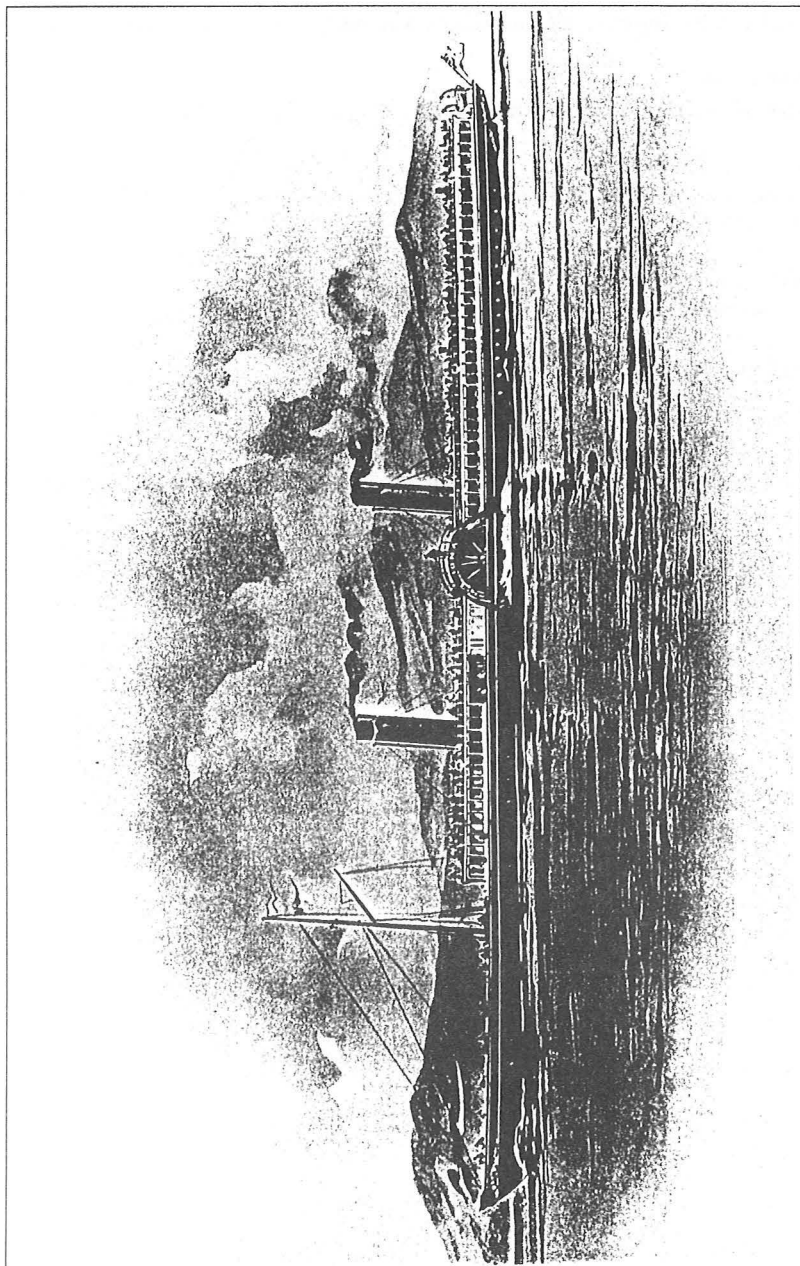


Figure 1: Iona II under steam before her passenger saloons were removed.
(*McLean Museum, Greenock*). Fenwick, V. & Gale, A., 1998. *Historic Shipwrecks*, p.141.
By courtesy and kind permission of Mrs V. Fenwick.

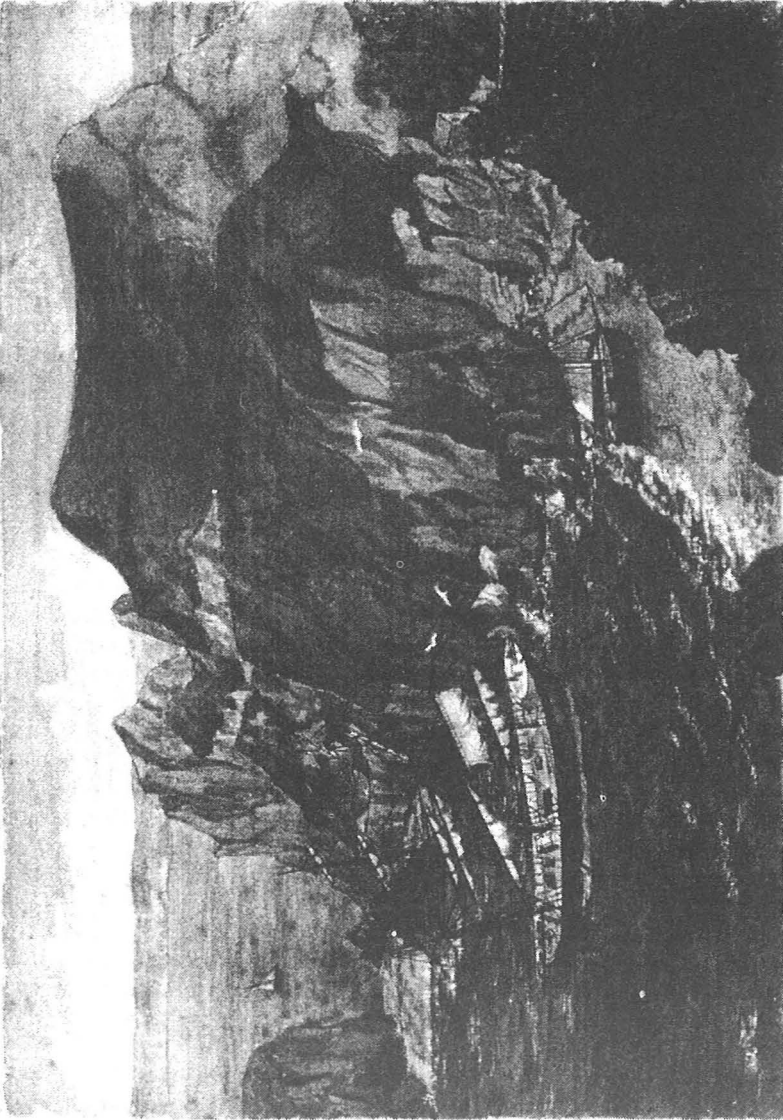


Figure 2. Il Paolo Ravello of Genoa, ran ashore on Lundy September 1st 1882 laden with coal. It was bought by Fishwick of Appledore and refloated. The Victory of Clovelly, Capt. Pengelly, is beached to discharge 30 tons of coal.
From Heaven archive, by kind permission of Peter Jones.