

LOSS OF THE ARDMORE, OF GREENOCK. Captain Bruce, of the ship *Ardmore*, of Greenock, who, along with his crew, were brought in here this morning by the s.s. *Hibernia*, reports:- We sailed from Quebec on the 18th November, 1865 ; and on the 28th from the Brandy Pots. We had light westerly breezes and moderate weather till we got to the east of the Banks of Newfoundland. Since that lime have had a succession of gales and hurricanes from S.S.E. to W.; and on Saturday last was running with a reefed foresail. The foresail split, and while furling it up, we pooped a heavy sea aft, which broke in the cabins, and did other damage. The ship then broached to, and filled with water in two hours. Signals of distress were hoisted ; and on Monday forenoon, twenty miles to the north of Arranmore, (off Londonderry) a steamer hove in sight, which proved to be the *Hibernia* of Glasgow, from New York, bound to Clyde. Signalled her, expressing our wish to be taken off, as the *Ardmore* was fast breaking up. About three p.m. on Monday, one of the steamer's lifeboats was launched, for the purpose of rendering assistance, but owing to the violence of the gale, it was immediately stove in. it was found impossible, from the heavy sea, to launch another boat with safety that afternoon, the *Hibernia* hove to for the night, and remained as near as possible to us. Next morning about 7 o'clock a second lifeboat was launched successfully, and, under the command of the chief officer of the *Hibernia*, Mr Rhynas, proceeded to the *Ardmore*, but, owing to the heavy sea, it was found impossible to come alongside. A rope was accordingly thrown from the ship to the boat; and man after man fastened himself to the rope, and was drawn through the water. Mr Rhynas was successful in this way in saving the whole of the crew, but at a very great risk to his own and the lives of the boat's crew. The boat had to make two trips to and from the *Ardmore*. When taken on board the *Hibernia* every kindness was shown to us by Captain Craig and his officers ; and I now desire, in name of myself, officers, and crew, to express my warmest gratitude to them for the kindness shown to us. I must also express my admiration of the noble conduct of Mr Rhynas and his boat's crew. As long as Messrs Handyside & Henderson's steamers are commanded by such men as Captain Craig and Mr Rhynas, passengers who may require to cross the Atlantic, may do so with every confidence, feeling that they are not only under the guidance of able seamen, but noblehearted and generous men. The *Ardmore* was vessel of 795 tons, and owned Messrs A. O. Leitch & Muir of this port. When the *Hibernian* left her she was fast breaking up. Her masts were gone, and the decks were out of her.

Greenock Telegraph & Clyde Shipping Gazette
06 January 1866

Promotion - Our columns contained on Wednesday an account of the daring rescue of the crew of the ship *Ardmore*, in the Channel, by boat's crew from the ss. *Hibernia*, one of Messrs Handyside & Henderson's Anchor Line of New York packets. The boat was commanded by Mr Rhynas, chief officer the *Hibernia*; and in recognition of his heroic act, and his other good qualities, his owners have promoted him to the command of their Mediterranean steamer *Macedon*.

The *Ardmore* and the *Hibernia*.—The following letter, which speaks for itself, has been received by Messrs Handyside and Henderson from the owners of the *Ardmore*; Greenock, January 4, 1866. Dear Sirs, —We enclose a ten pound note, which please ask Captain Craig to distribute among the crew of the lifeboat, which rescued the crew of the *Ardmore*, in such proportions as he may see fit. We learn from Captain Bruce that the first lifeboat was lost, and beg to say that we will be happy to pay for a new one to replace her. Please convey to Captain Craig and Mr Rynas our best thanks for the humane manner in which they acted in lying by all night, as from the weather since the 3d it is not unlikely that, but for the steamer having hove in sight, the lives of the crew have been sacrificed ere this.—We are, your obedient servants, A. O. Leitch & Muir. Messrs Handyside & Henderson, Glasgow.

Glasgow Herald
16 January 1866

THE DERELICT ARDMORE OF GREENOCK. A letter was received in town yesterday by Mr. Beaumont, Collector of Customs, at Greenock, from the Rev. Mr. Campbell, Tiree, intimating that the barque *Ardmore*, Captain Bruce, which was abandoned off Arranmore, the officers and crew having been rescued by the s.s. *Hibernia* on the 3d instant, had drifted ashore at Travay Bay, Island of Tiree, on the morning of Saturday, 6th instant, a few hundred yards from the place where the brig *Echo* went ashore. The *Ardmore's* rudder was gone, and other damage was observable, The anchors were got out, and the ship is now in safety. Mr. Campbell has taken charge of her for behalf of the underwriters. The *Ardmore* had drifted about 120 miles after being deserted before she went ashore.

Greenock Advertiser

16 January 1866

The Ship *Ardmore*. —By the following letter it will be seen that the *Ardmore*, recently reported abandoned, and from which the crew were rescued by the *Hibernia*, has driven on shore on Travay beach, near Tiree:- Manse of Tiree, 8th January, 1866. Dear Sir,-I have to inform you that the ship *Ardmore*—port unknown (Its name begins with G, the rest being rubbed off the stern)-timber laden, waterlogged, and derelict, came on shore the morning of Saturday last, the 6th inst., on Travay Beach, within few hundred yards seaward of the place at which the brig *Echo*, also timber laden, was wrecked a few days previous. Happening to be on the shore at the time the boats that first reached her returning, and finding that there was no one to take charge except a person who claimed to act as Lloyd's agent, but who stated to me that he had no authority to show, I deemed it my duty to call upon Mr Archd. Campbell, deputy Receiver of Wrecks for the island, and get his authority to act for him, no one else, from the position taken up by the party representing himself as Lloyd's agent, being willing to take the responsibility. Mr Campbell is lying ill, and unable personally to undertake the charge of the wreck, and the factor of the island is absent. On getting this mandate, I set a watch upon the ship, and as it was impossible by this time to go on board, gave them instructions on the first opportunity to let go the anchors. This has now been done. I will proceed to do whatever else I find it to be the duty of the Receiver of Wrecks to do, towards the preservation of the cargo, and the restoration thereof to the owners. The rudder is entirely gone, the compasses, &c., are in the fore-castle, and from the appearances on board it is probable that when the ship was abandoned the crew were taken on board of some other vessel. The ship will be about 700 tons register, and from 1000 to 1200 tons burthen. She is probably from America and bound for Glasgow or Greenock, and is an old ship. I will be obliged if you write me on the subject.— I am, dear sir, yours very truly, John G. Campbell. Colin Campbell, Esq., Collector, Tobermory.

Greenock Advertiser

23 January 1866

The receiver of wrecks here has received a letter from the Rev, Mr Campbell, of Tyree, stating that the ship *Ardmore*, of this port, on shore there, had not broken up on the 13th instant, but it was expected that she would do so during the first recurrence of the gales. At one time she drifted off shore, but an anchor was let go and she was brought up. When the letter left her stern framework was gone, her lower masts standing, and bottom much shattered. The sails which remained had been got ashore, and arrangements were being made to land her cargo.

Greenock Telegraph & Clyde Shipping Gazette
23 January 1866

Ship *Ardmore*,— Intelligence was received in town yesterday from the Rev. Mr Campbell, Tyree, dated 15th inst., which states that the ship *Ardmore*, which stranded on the island a few days ago, after having been abandoned by her crew, was still holding together. We understand that the underwriters have despatched an agent to ascertain whether or not the ship, if supplied with a new rudder, could not be towed to port.

Greenock Telegraph & Clyde Shipping Gazette
25 January 1866

The ship *Ardmore*, ashore at Tiree, is breaking up, the cargo having been discharged.

Bridlington Free Press
27 January 1866

The *Ardmore*, barque, 794 tons, of Liverpool, Abram Bruce master; owners, Messrs. Leitch and Muir, of Greenock; cargo of timber, bound from Quebec for Glasgow; was wrecked on the Island of Tyree, on Jan. 2; loss of ship, £5,000.

Greenock Advertiser
27 January 1866

The *Islesman*, when off Coll, passed through a large quantity of timber, supposed to be the cargo of the *Ardmore*, stranded on Tiree.

Transcriptions by Billy Clelland.