

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

On-line research into the wreck of the:

Pioneer



A similar Brig

Report compiled by:

Graeme Perks

Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
*Pioneer of Caernarvon***

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Date:

March 2021

Report Ref:

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1.0 Abstract

The "www Research Project" is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Pioneer was built at Tatamagouche, Nova Scotia by Edward Kent in 1856, sailed to Liverpool and advertised for sale. Hobley & Co the new owners registered Pioneer at Caernarfon and after voyages to the Caribbean started trading with the Eastern Mediterranean and Black sea ports. Pioneer in January 1862 left Queenstown for Rotterdam with a cargo of linseed from Galatz when she became water logged in a gale off Cardigan and all but one of the crew abandoned her and perished in a ships boat. The remaining crew man was rescued by the RNLI and the drifting Pioneer grounded later on the Bar at Aberyon and was towed in.

The Pioneer had some minor repairs and continued trading with the Eastern Mediterranean and Black Sea until November 1863. When after putting in at Milford Pioneer continued her voyage from Cardiff to Constantinople and disappeared.

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2.4 Contributors

Madu

2.5 Abbreviations

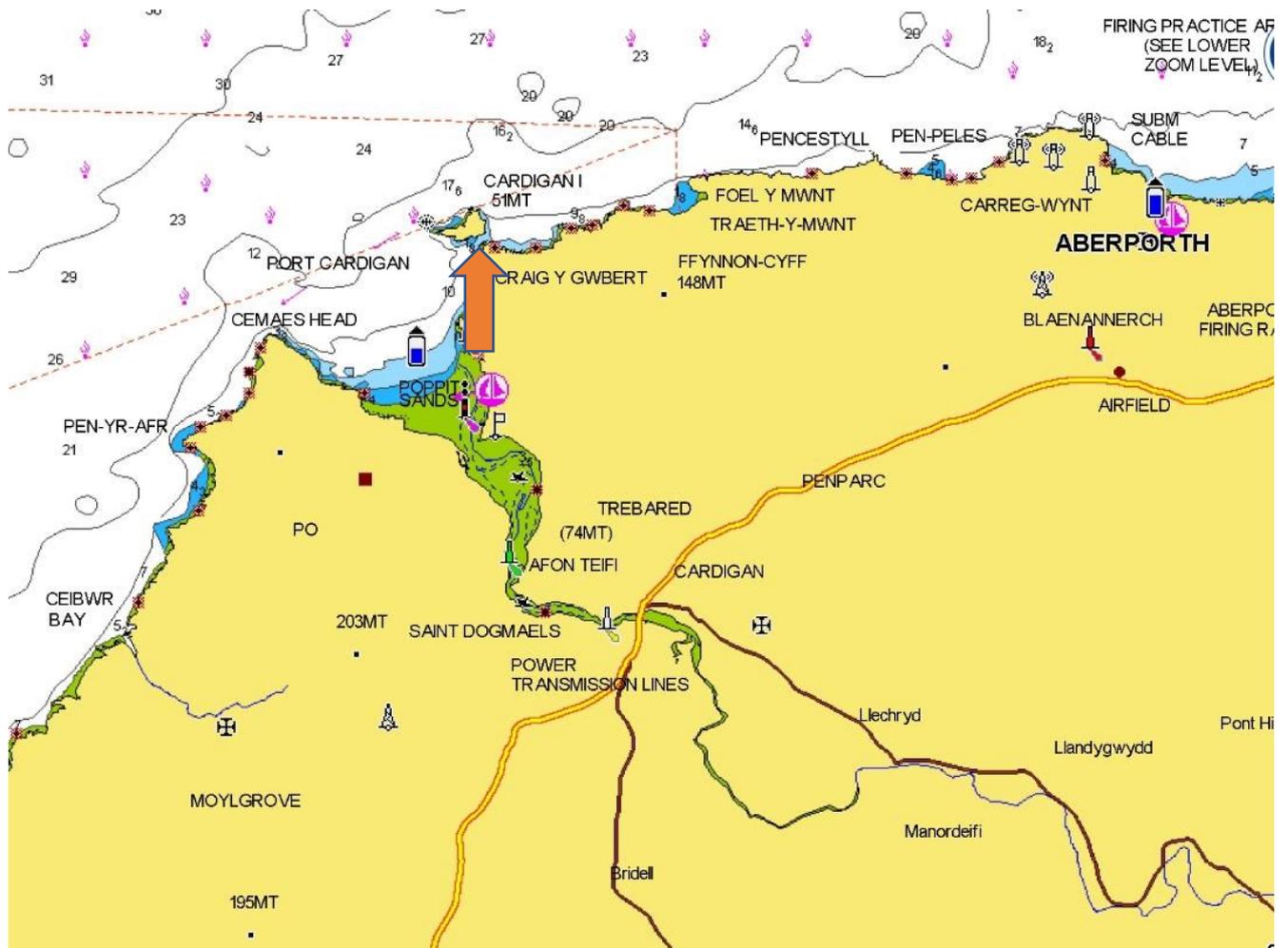
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NS	Nova Scotia
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institution
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

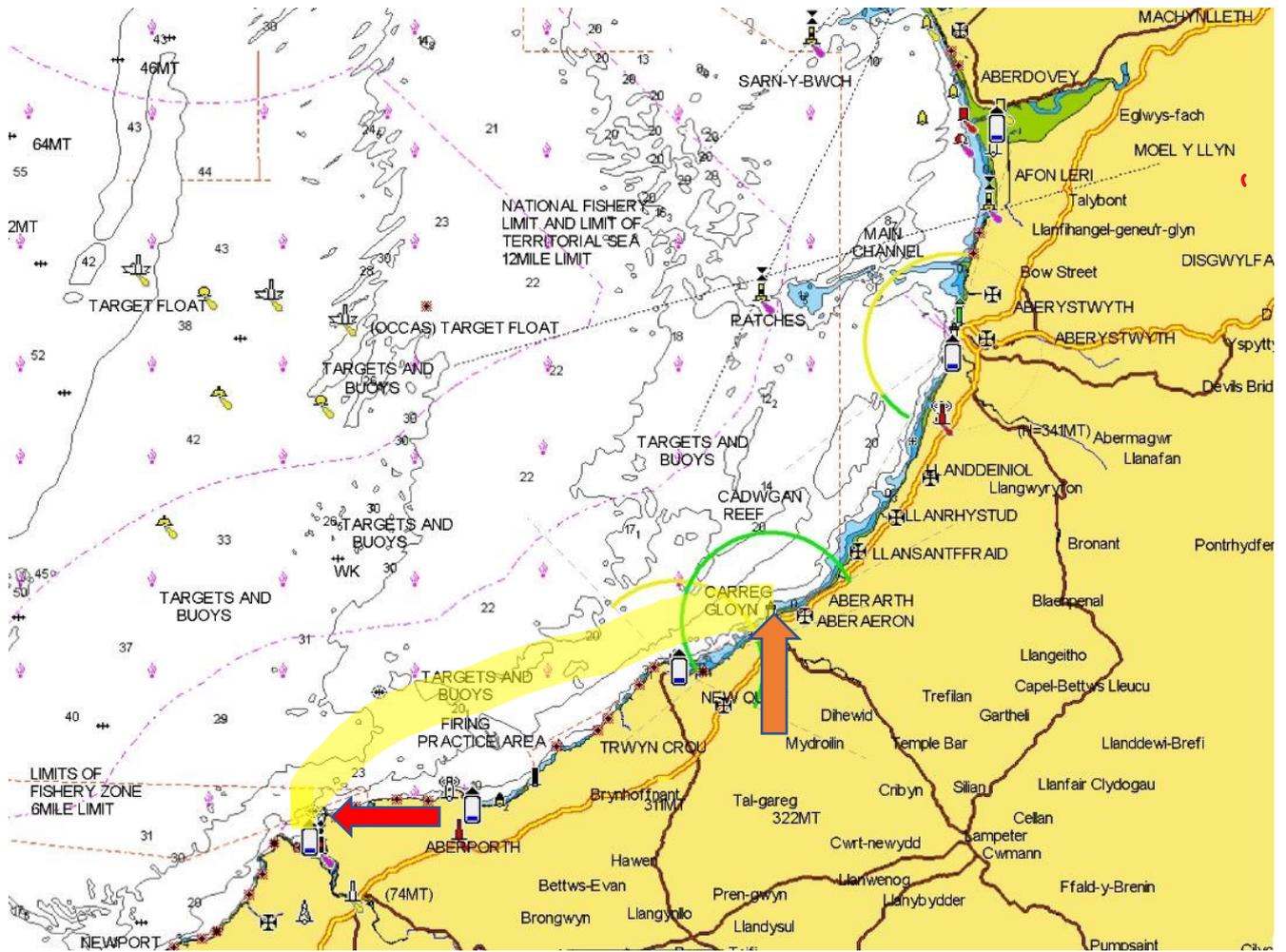
1. I selected Pioneer to research because she was a brig that was involved in an event off shore and I wished to see how much information I could find about her and I wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1862.
5. To discover the cause of the event in 1862 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1862 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1862 incident and its story.
8. If there was a wreck site for Pioneer and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Pioneer

4.0 Background

When I started this project I knew Pioneer was a wooded brig of 191 tons built in 1856 which was involved in an incident on 24th January 1862 in Cardigan Bay.



Cardigan Island in Cardigan Bay



Cardigan Bay from Cardigan to Aberdovey

 Cardigan Island,  Aberayron Bar  Route Pioneer Drifted

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Pioneer" looking for details of her dimensions, master, builders and owners from 1858 with a match. I then searched yearly until 1863.

I searched LR ships, plans and survey reports for "Pioneer" with no match.

I searched the Crewlist Project for " Pioneer" looking for her official number and links to MNL, appropriation book, owner and master with a match.

I searched The British Newspaper Archives (BNA) for "Pioneer Williams", "Pioneer Caernarvon", "Pioneer, Jones", "Pioneer, Roberts", "Pioneer, Evans", "Pioneer, Williams", "Pioneer, Evan" again and "Brig Pioneer" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Pioneer, Jamaica" looking for her arrival and cargo on return and found matches. I also searched "Pioneer, Porto Rico" looking for her cargo and to identify which Porto Rico she visited and found matches.

I searched Welsh newspapers on line for "Pioneer" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches. I also searched "Hobley" looking for details of the owners and their businesses with matches.

I searched on Google for "Edward Kent" looking details about him and his shipbuilding in Nova Scotia and found matches. I also searched for "Hobley" and "Brig Pioneer" and found no matches.

I searched Coflein site for "Pioneer" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Pioneer" looking for any details of the wreck with no matches.

6.0 Results

Vessel	Name/s	Pioneer		
	Type	Brigantine		
		Cargo		
Built	Date	1856		
	Builder	Edward Kent		
		Tatamagouche, Nova Scotia		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail,		
	Details	Square Rigged,		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	97ft	2 ins	
	Beam	24ft	0 ins	
	Draught	13ft	0 ins	
Tonnage	Gross	190		
	Net			
Owner	First	Edward Kent		
		Tatamagouche, Nova Scotia		
	Last	Hobley & Company		
		Carnarvon		
	Others			
Registry	Port	Pictou, N S, Caernarvon		
	Flag	British		
	Number	41140		
History	Routes	Gt Britain to Danube, Constantinople and Italy		
		On return to Ireland, Europe and Gt Britain		
	Cargo	Wheat, rapeseed, wheat, iron		
Final Voyage	From	Galatz via Queenstown		
	To	Rotterdam		
	Captain	James		
	Crew	8		
	Passengers	None		
	Cargo	Grain		
Wrecking	Date	24th January 1862		
	Location	drifted waterlogged after being abandoned		
	Cause	Damaged by gale and started leaking		
	Loss of life	7 drowned including the master		
	Outcome	Drifted onto Aberyon Bar and towed in- repaired		
Final Voyage	From	Cardiff 11 th November 1863		
	To	Constantinople		
	Captain	Jones		
	Crew	Probably 8		
	Passengers	unknown		

	Cargo	Iron
Wrecking	Date	After 19 th November 1863
	Location	Between Milford and Constantinople
	Cause	unknown
	Loss of life	Probably 8
	Outcome	Disappeared

Coflein website

The PIONEER was a wooden brig built in 1856 at Tatamagouche, Nova Scotia, for merchant Edward Kent. Technical and configuration specifications are given as 191gt, 178nt; 97ft length x 24ft breadth x 13ft depth, 1 deck, 2 masts. The ship's Canadian registry (registration number P856029, official number 041140) was transferred to Caernarfon on the sale of the vessel in 1857. At time of loss in mid-January 1862, the brig was owned by Hoblely & Company. The brig was carrying a cargo of grain under the command of master Jones when it was lost in Cardigan bay.

CARDIGAN & DISTRICT SHIPWRECKS AND LIFEBOAT SERVICE by Glen Johnson

On 24th January 1862 the brig "Pioneer" of Caernarfon, en route from Galatz to Rotterdam with wheat and tallow, attempted to shelter from a storm near Poppit. The anchors began to drag and the ship moved closer to the rocks of Cardigan Island. The key to the lifeboat-house could not be found, delaying the launch of the boat. The crew of the brig launched their longboat into the sea, but, before the last crewman could climb aboard, the longboat was swept from the side of the brig and capsized. The captain and six crew who had boarded the longboat were all lost. The remaining crewman, Phillip Dober of Guernsey, somehow managed to cut the anchor warp, and, miraculously, steered the ship clear of the rocks. He was the sole survivor

Shipping and Mercantile Gazette January 23 1857

For further particulars, inventories, &c., apply to Cunard, Brett, and Austen, Brokers, London and Liverpool; or to
ROBT. MORROW, SON, and GARBUTT, Merchants,
 9 and 10, Trafford-chambers, South John-street, Liverpool.

At LIVERPOOL.

 **THE** sightly Brig **PIONEER** :--Length, 97 2-16 feet; breadth, 24 feet; depth, 13 feet; 190 20-100 tons per register, and considerably more builder's measure. This vessel has just arrived in the Queen's Dock; built at Tatmagouche (Nova Scotia), under inspection of Lloyd's surveyor, and is a substantial and well-finished vessel; well found in stores, and carries a large cargo for her tonnage on a light draught of water.

For inventories and particulars apply to Cunard, Brett, and Austen, Brokers, London and Liverpool; or to
ROBT. MORROW, SON, and GARBUTT, Merchants,
 10, Trafford-chambers, Liverpool.

At LIVERPOOL.

 **THE** handsome Barque **OLIVIA** :--Length, 110 2-10 feet; breadth, 28 4-10 feet; depth, 12 9-10 feet; 279 53-100 tons by present Act, and 375 tons O.M. This superior vessel was built at Tatmagouche (Nova Scotia), and launched in the spring of the present year; has been under the inspection of Lloyd's surveyor in all the stages of construction, and

Liverpool Daily Post - Wednesday 28 October 1857

On this day(Wednesday) the 12th instant, at Twelve o'clock,
 the Public Sale-room.

About 113 Tons Jamaica LOGWOOD.

Now landing Pioneer, from Jamaica, east side Victoria Dock.

—Apply to **EDWARD GREY and CO..**

Public Ledger and Daily Advertiser - Wednesday 08 September 1858

LONDON COMMERCIAL REPORT.

Tuesday Evening.

SUGAR.—Partly owing to the heavy arrivals yesterday, the market opened this morning with a very flat tone, and notwithstanding the small quantity offered by auction the sales went off without animation, and the portion of grocery sold, went at prices in favour of the buyer, but the refining kinds with more steadiness.

November Deliveries

Pioneer, from Porto Rico, 303 hogsheads 93 barrels.

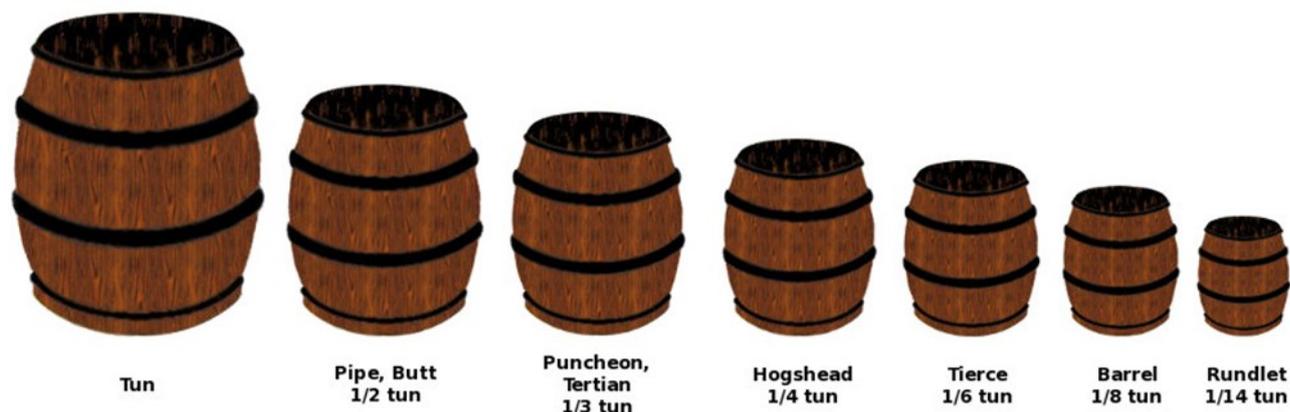


Fig. 1 Measures used for dry and wet goods

North British Daily Mail Saturday 12 March 1859

Arrived at Falmouth – March 9

Pioneer, Jones from Alexandria, wheat for orders

Newcastle Courant - Friday 27 April 1860

Falmouth, April 18 -The Pioneer, Evans, for Trieste from Middlesbrough, which put in here, leaky, has been surveyed, and is discharging.

Cardiff Times - Saturday 20 October 1860

CARDIFF SHIPPING INTELLIGENCE

FROM THE BILL OF ENTRY OFFICE.

EXPORTS.

Destination.	Name of Ship.	Coal,	Iron.	Shipper.
October 12				
.	.	60		J W Vachell
Rotterdam	Pioneer, B.	sheet 150		Booker & Co.
.	.	bar 64		Guest & Co.

Shipping and Mercantile Gazette - Friday 25 January 1861

BROADSTAIRS Jan.24 -

At the back of Goodwin Sand (no date report)— Pioneer. Evans, Caernarvon, from Newcastle for Cork

Shipping and Mercantile Gazette - Monday 27 January 1862

CARDIGAN—Jan, 25: A heavy gale on the night of Thursday SE, with rain ; greater part of yesterday SW, heavy, A vessel was observed off Cardigan Island, and as she appeared to be in distress, and it was unsafe for her to remain where she was attempting lay-to, the lifeboat was manned and set off. She had meantime gone up opposite Traethy Mwnt, near this place. With difficulty she was boarded, a man taken from the rigging. He proved to be the only being on board, the master, mate, and remainder of the crew having taken to the longboat. It appears that she was the Pioneer. Jones, Caernarvon (wheat), from Galatz for Rotterdam. Had left Kingstown Sunday, and since been beating about Channel. The lifeboat crew, perceiving her to be waterlogged and unmanageable, did not attempt salvage. She was about six miles off shore when they left her, head NNW. The lifeboat had to be drawn through the surf at Aberporth, where her crew landed. She was subsequently boarded, and taken into Newquay.

Lloyd's List - Monday 27 January 1862

CARDIGAN, 25th Jan. The Cardigan life-boat reports the brig PIONEER, Jones, of Caernarvon, wheat laden, from Galatz to Rotterdam, waterlogged 6 miles off Trathy Mount, near this place ; she took off one man ; the master, mate, and rest of the crew had left in the long boat some few hours before, and were drowned by the capsizing of the boat.

Shipping and Mercantile Gazette - Saturday 01 February 1862

Report Phillip Dober, Able Seaman of the Brig Pioneer, of Caernarvon, 190 tons register, from Galatz for Rotterdam (wheat) : Left Galatz, and arrived at Cork about Jan. 11 and left Cork bar Intended voyage, on the 19th Inst. About 5 p.m. hove too in consequence of strong weather, when the bulwarks jollyboat were washed away, and found that she soon after made water. On Thursday, about 4 p.m., the crew requested master to put into port, and named Waterford and Holyhead, he refused to do to, but made for Cardigan Bay, the brig a little time before that was struck by the sea, on her beam ends on the starboard side, when she wore round and steered for Cardigan Bay, before arriving at which split foresail, forestaysail and jib. In Cardigan Bay, let go anchor about Kyburn 3 a.m. Friday 24th last,, about 8 o'clock, the chain parted. Let go the second anchor inside Kenmaes Head between 11 and 12 Noon same day, but the brig dragged her anchor towards Cardigan Island. Fearing that she would drift onto rocks of the island, the master and crew, except Philip Dober, seaman, took the boat, requesting him to accompany them. He made attempt and failed, and was again requested, and a plank thrown him, said then he would rather remain board the brig, to prevent her going on the Island. Slipped chain, whereby she cleared the rocks of the Island about 12.30 p.m. of 24th Inst. He was taken out the brig, which was then waterlogged (2 P.M.) Cardigan lifeboat, the brig being then out at sea about six miles off Mount,—(The Pioneer has since been reported at Newquay).

Nottinghamshire Guardian - Friday 31 January 1862

The Late Gale. — Additional Disasters.—Disasters continue to be reported at Lloyd's, and on Tuesday there were numerous accounts of wrecks and partial wrecks upon the books in the Liverpool Underwriters' Rooms. The following extracts were the most important : — The Pioneer, of Carnarvon, with a cargo of linseed, from Galatz, has been abandoned. She now lies at Aberyon Bar. The crew, with the exception of a boy, are believed to be all drowned.

Lloyd's List - Tuesday 11 February 1862

Aberayron, 3rd Feb. PIONEER (brig), of Caernarvon, from Galatz to Rotterdam: deposition of T. Hobley, part owner. [21,108]

Shipping and Mercantile Gazette - Saturday 15 February 1862

ABERAYRON - Feb. 13: The Pioneer. Jones, from Galatz for Rotterdam, reported on the bar Jan. 26, has been got off and into the harbour, with very little damage, except keel and upperworks. The damaged linseed was sold

Carlisle Journal - Friday 31 January 1862

Distressing Shipwreck.—On Saturday evening a most distressing shipwreck took place in Cardigan Bay. About noon a brig was seen near the island with signals of distress flying. As soon as possible the lifeboat of the National Lifeboat Institution, manned twelve men, proceeded off to her assistance. In the meantime, however, seven out of eight of the crew of the vessel had taken their own boat, which immediately capsized, and drowned the whole of them. It had fortunately happened that the poor man who had been left on board had missed the ship's boat when she left the vessel. He was afterwards safely put on shore by the Cardigan lifeboat. The brig, which was dismantled and waterlogged, was the Pioneer, of Carnarvon, laden with a cargo of wheat from Galatz. The Aberystwith new lifeboat, also belonging to the National Lifeboat Institution, had put off to the wreck, but was unable, in the fury of the hurricane, to fetch it.

Lifeboat Magazine July 1 1862

CARDIGAN.—On the 24th January, the brig Pioneer, of Carnarvon, laden with grain, becoming water-logged in a S.S.W. gale, the master and 6 of the crew took to their boat, the " painter " of which broke before the remaining man could get into her. As they were never again heard of, the boat was, no doubt, shortly after swamped, with the loss of all on board. On a signal of distress being seen on board the brig from the shore, the Cardigan life-boat put off to her assistance, and succeeded in rescuing the 1 man left on board the vessel, and landed him safely at Aberporth, a small port seven miles from Cardigan, through a high surf.

Lloyd's List - Wednesday 21 January 1863

MILFORD 20th Jan. The PIONEER (brig), of Cardigan, fouled the MATA (barque), and suffered considerable damage to her stem and quarter, the barque also being damaged in her quarter. The Pioneer slipped anchors and run to Neyland for shelter.

Lloyd's List - Thursday 14 April 1864

The PIONEER, Jones, sailed from Cardiff on the 11th Nov. for Constantinople, with iron, and has not since been heard of.

Edward Kent

Tatamagouche is situated on the Northumberland Strait 35 miles north of Truro and 35 miles west of Pictou in Colchester county Nova Scotia. The village is located along the south side of Tatamagouche Bay at the mouths of the French and Waugh Rivers. Tatamagouche derives its name from the native Mi'kmaq term Takūmegoochk, translated as "Meeting of the waters"

A History of Tatamagouche Nova Scotia

Edward Kent was the grandson of James Kent , who was born in Alloa, Scotland , in 1749 . His father was John Kent who lived in Lower Stewiacke , where Edward Kent was born in 1823 . Coming to Tatamagouche , he engaged in blacksmithing first , then in 1851 in shipbuilding and other mercantile business . He erected the house now owned by Dr . Murray. In 1851 , he built his first vessel, the " Little Pet", which was launched up the river below where Abe Currie now lives. After this, until shortly before his death in 1870, he continued at the same business. His wife was Jessie Williamson, who survived him. In his family were David , of the village ; James, in the States ; Roach and Alex. In California; Mary (Mrs. Ingraham) ; Jeanette ; Florence , who was a distinguished actress ; Jessie ; and

Janie Bell . Edward Kent, was first a blacksmith from Lower Stewiacke. His first vessel was a brigantine built on Waugh's River; he continued to build a ship almost every year until his death in 1870; mostly they were small ships such as "Little Pet" for sale in Newfoundland. When he died his wife turned their home into the Temperance Hotel in Tatamagouche.

Vessels built by Edward Kent

1851 Little Pet 61 tons

1854 Stirling Clipper 112 tons Brigantine

1855 Dash 100 tons Brigantine

1856 Pioneer 190 tons Brigantine

1857 Kitty Clyde 129 tons Brigantine

1858 Havelock 110 tons Brigantine

1860 John Bull 136 tons Brigantine

1861 Undaunted 161 tons Brigantine

1862 Ariel 143 tons Brigantine

1863 Ariadne 375 tons Barque

1864 Bessie 143 Tons Brigantine

1865 Maud 168 tons Brigantine

1866 Delta 153 tons Brigantine



Fig. 2 Location of Tatamagouche in Nova Scotia and Canada

Hobley and Co

The North Wales Chronicle and Advertiser for the Principality 9th April 1850

BIRTHS. 29th ult., the wife of Mr. Joseph Hobley, druggist, of Carnarvon, of a daughter.

Carnarvon and Denbigh Herald and North and South Wales Independent 22nd March 1851

Hobley v. Buttermere. In this case, one of disputed marine insurance, the following gentlemen were empanelled as a special jury.

Charles John Sampson, Esq., Foreman.
John Lloyd Jones, Esq. John Macdonald, Esq.
R. M. Griffith, Esq. i. Ellis Lloyd, Esq.
William Jones, Esq. Thomas Turner, Esq.
T. H. Nembhard, Esq. J. W. Greaves, Esq.
J. Morgan, Esq. Evan Evans, Esq.
Ebenezer Roberts, Esq.

Mr. Coxon opened the pleadings, and Mr. Welsby I stated the case at great length to the jury on the part of the plaintiff", a druggist, residing in this town, who sought to recover from the defendant, an underwriter, the value of a policy of insurance due to him in consequence of the loss of the Petrel, a ship which he had insured at the office of Goddart, Jones, and Co., London, brokers, and for which the defendant was the party liable also a share of the expenses of getting the wreck ashore, which they had agreed to pay under the policy. It was a time insurance, and ranged from Oct. 25th, 1849, to Oct. 25th, 1850. The Petrel sailed from Newcastle, with coals, to Dublin: and was wrecked on the 26th of November, near Wells, being stranded on that part of the coast. The crew were in great peril. The learned counsel went on to describe the subsequent proceedings with respect to the wreck, and the conduct of the Insurance Office with reference to the application of the plaintiff. He contended that there had been sufficient notice, of abandonment, under the circumstances, as the agent of Lloyds, and the agent of the Insurance Office, had taken upon themselves the disposal of the wreck.

The policy of insurance was admitted and considered as having been read.

Mr. Robinson Parker deposed that he was agent to Lloyds, at Wells, Norfolk Remembers the Petrel running aground. Saw the condition of the vessel and wrote to Lloyd's, and Goddart Jones, and Co. She was stranded and in a dangerous condition on the beach four miles from Wells. Wrote repeatedly to inform the parties how she stood. Sent a statement up to Lloyds' in the usual form. Received no answer until the letter now produced was sent to me.

Mr. Beavan with whom was Mr. Vaughan Williams objected to the letter being read. It was however perused by the Judge.

Witness resumed. Took charge of the vessel from the captain, who said that she was insured at Lloyds'. The captain called upon him and gave him full charge of the vessel to get her off. She was got off on the 28th of November, having been stranded on the 26th. The charges, £115 11s, on the bill now given me, are the usual ones. The bill is for getting her off the strand into a place of safety.

Cross-examined — She was strained very badly on her starboard side not much injury was found on the larboard side Edwards, the ship-carpenter, came with Mr. Hobley and inspected her condition; the carpenter afterwards ripped off the ceilings of the larboard side and some of the outside bilges; thought that he injured the vessel by it, and told him so Edwards said that I had no business with it and told him to go on shore.

By the Court - Have been brought up a ship-bunder.

By Mr, Beavan — She was sold for £276 altogether, £101 was got for the hull, mast and standing rigging and the rest for the materials. Was instructed to sell, by consent and arrangement of the parties. Hobley asked for the money. Witness declined, unless his own bill was paid, which then amounted to about £162 of which the bill now produced is the part then left unpaid, he then spoke of selling the vessel (although she had been repaired) because he had not had his right and value out of her. He said he had not executed any bill of sale, and would not until he had had his demand made good. Witness said he would not give up the proceeds until he was paid. Plaintiff then said, "You may go to those who employed you." He denied having employed me. I went with him to London. I went to the brokers Jones & Co., and told them how Hobley acted. This was in June. I was then paid the amount of my bill by Mr. Jones, the broker. Told Hobley that I had been paid, or should not have parted with the proceeds of the sale. The vessel is now in the harbour of Wells, windbound, and in ballast. Cannot say that she is classed at Lloyds'. She is a ship capable of navigating the seas.

Re-examined - She was bought by a family of fishermen and is employed in the coal trade. She has made voyages to Pillor and to Newcastle. She came into harbour with a small leak forward. Made no survey, but am sure that she is seaworthy. The arrangement was, that the sale should not prejudice either party. The ceilings were stripped off in order to make the survey, but that need not have been done so much. It was necessary to some extent.

Mr. John Davies Price deposed that he is one of the firm of Goddart, Jones, and Co. They made the insurance with the plaintiff, and he had made the communication with Lloyd's, and wrote the letter produced by Mr. Parker on behalf of the underwriters. The letter was written at the defendant's suggestion. On the 8th of December received the letter produced from Mr. Hobley. Do not recollect giving verbal notice of abandonment. One of the firm has since seceded (Mr. Swann), and he it was that took the steps consequent upon this letter. We were acting between all the parties, but not as agents for defendant. We were not authorised by defendant to receive notice of abandonment. Learned from defendant that Edwards was to come to survey the vessel. He came with the plaintiff Hobley.

Witness produced written notice of abandonment dated February 26.

Cross examined - Do not remember Hobley receiving the purchase money remembers Parker claiming payment of his bill from Hobley, who denied having employed him we paid the money to Parker on behalf of the underwriter.

Re-examined - Had special authority to do so from the underwriters. It was a matter of arrangement that the sale should be without prejudice to any party and therefore all parties agreed that Mr. Parker should be paid and we paid by arrangement. We paid it in advance, and had it paid back again by the underwriters. This arrangement was merely to facilitate the final adjustment. Have had the money back from the underwriters.

Mr. Griffith Davies deposed that he was master of the Petrel. She was in good condition when he left Newcastle for Dublin. She ran ashore at a place on the beach near Wells. We were in danger, and did our best to get safe on shore. Enquired for Lloyd's agent, Mr. Parker, and told him that she was insured at Lloyd's and gave her into his charge to get off. I said, "Take charge of her and he did so, and sent men down to her. Saw Mr. Hobley afterwards. There was a conversation between him and Parker about giving notice of abandonment.

Mr. Beavan objected to this conversation being put in evidence.

It was attempted to put in a letter written by the broker to Lloyd's agent: but Mr. Beavan objected, there being no evidence to show that the brokers were writing as agents of the defendant.

Mr. Price re-called. It was suggested that the letter should be written for the benefit of the parties concerned whoever they might be. It was written irrespective of anyone particular interest, although at the instance of the underwriters. It is the general custom to act in this way.

The Court decided that the letter could not be put in.

Mr. Richard Edwards deposed, that in December, 1849, he went with Mr. Hobley to survey the vessel for repairs: which they did before they stripped her. He is a master shipwright. He examined her carefully before he stripped her, and did not strip more than was necessary. He made an estimate of repairs at £800 and showed it to the company Goddard, Jones, and Co. The value of the ship when repaired would be £450. (a laugh).

By the Court - She was ashore when the estimate was made. On the starboard side she was bursting, being twisted and started. She was in a very bad condition.

Cross-examined — Have a pretty large establishment, employ sometimes 20 men; have two at work now; pay each a guinea a week; have much timber have built two vessels one was 120 tons, the other 50 or thereabouts she was an old ferryboat, but will be a new one when I have finished her, with new sides and a new bottom.

By the Court — That looks like making a new knife by first putting a blade to the handle, and then a handle to the blade.

Cross-examination continued Stripped the ceilings only so much as was necessary; could not have properly surveyed her in any other way so as accurately to estimate her damage; £800 includes the whole expense.

By the Court—She would only then be worth £450. A new vessel could be built at £3, 10s. per ton for the hull. The tackle would be £350, extra. (Her tonnage being 124 tons, the estimated total would be £784.)

By a Juror—She is a North American vessel. Those of other build would cost double the money.

Re-examined — I include all expenses in the £800. The actual repair's would only be £600.

Nov. 27th, 1849, was the date of the letter written to Goddard Jones and Co., by Parker.

Mr. Price, recalled—The letter was written at the suggestion of Mr. Buttermere, and would be on behalf of the Underwriters. Witness was permitted to read the letter. He suggested that somebody should be written to to get the vessel off. This was doubtless on his own behalf, or that of the Underwriters.

Cross-examined — Mr. Buttermere never saw the letter, nor told him what to write; but told me the substance of what he wished to be written. Mr. Welsbv proposed to read the letter. Mr. Beavan objected. The Court permitted its recital subject to the objection.

The letter was then read.

John Powditch, deposed that he was employed by last witness in surveying the vessel. She was lying on the ground and much damaged. The document handed up is the joint survey of self and last witness. She was not worth repairing except with cheap stuff. Could not make her as good as she was before.

Cross-examined— She was afterwards repaired, and is well repaired saw Lloyd's Agent inspect her and cannot say her class nor the expense of repairing her.

Re -examined—She was partly repaired with new and old wood of different kinds. She was repaired with cheap stuff.

The survey dated January 5th, 1850, was then read. It recited the details of damage with apparent precision, and showed the vessel to be severely injured. John Thompson, lieutenant of the Coast Guard, deposed that he was adequately cognisant to survey vessels, and went with last witness to make the survey just read. Had she been his vessel, he would not have repaired her. She was of American build, and not worth repairing, because the cost would exceed her subsequent value.

Cross-examined—She has been repaired but cannot say how, nor what she is now worth. Made no estimate as to the repairs only reported the damage.

Re-examined — Signed the document now shown at the request of the shipwright.

Mr. Lubbock deposed that he is foreman of a shipwright at Wells, having previously been in business for himself. Made the survey in company with the other two witnesses. Would not if uninsured have gone to the expense of repairing the vessel in the condition she was when I saw her. The estimate of repairs is a reasonable one. The expense would have been as much or more. This lays the expense at £442 10s. No more planks were taken off than need be, nor in fact were there sufficient taken off. She was badly injured on both sides.

Cross-examined — She must have cost more than she is worth to have been repaired well. She might be patched up with part new and part old. The cost of repairing her with new wood of the same kind I cannot tell exactly. Witness was examined closely as to the cost of separate parts of the vessel, he declined to state.

The written notice to produce was admitted. Notice of abandonment was admitted and produced. It was dated February 20th, 1850, and distinctly abandoned for £550. all right and title, and claimed £150 as the subscription of the defendant for the policy.

Mr. Beavan addressed the jury for the defendant, contending that the vessel was not an actual or total loss, and therefore that the plaintiff could not recover. It had been shown that the vessel was not a total loss but only injured, and capable of valid repairs. He was in a condition to show that £200 had been laid out in her repairs, and that she was now worth £600, the learned council then dilated at great length on the presumed incompetency of the shipwrights who surveyed for the plaintiff, and denounced their conduct in tearing off the sides and ceilings, in despite of Parker's remonstrance. The plaintiff insured at a low premium on the known condition that the office would only reimburse him in case of a total loss.

Companies could only insure on such conditions when the terms of insurance were low. The abandonment must be made within reasonable time and not be delayed and trifled with. The dates were all important in cases of this kind. The vessel was stranded on Nov. 26th, and got off the bank on Nov. 28th, and it was not till Feb. 26th that notice of abandonment was given—a delay every way needless, and of three months' duration, whereas the law says, that even five days is too long an interval. It had been shown that the rights of ownership in the vessel were subsequently claimed by plaintiff, thus proving that the notice of abandonment had been given up by plaintiff, and therefore was no longer binding on the defendant. The vessel was not in a condition to be abandoned, nor was she abandoned in due time, nor were the expenses legitimately incurred by the defendant. Nathaniel Middleton deposed to being one of the surveyors of Lloyds' register books for the classifications of ships. He surveys vessels and reports them to the committee. Was at Wells in June, 1850, and was questioned as to the Petrel. She stood 4 A 1 from 1845. That means A 1 for four years. We give the vessel the benefit of the entire year if built in June. She was within a few months of getting out of the A I books. Four years is of the lowest character in that class. A I's are generally for less periods. Vessels are classed according to their material. This was of American build and timber. Some are for twelve, ten, fourteen years, or other periods. Fifteen is the highest. After repairs she would be classed -AE 1, or second description of first-class, calculated for dry cargoes. On June 5th, 1850, first saw the Petrel. Her repairs were then just commencing. Witness directed repairs to be made. Recommended the broken futtocks to be replaced. He described the injuries as being slight, and minutely recited the details of his mode of repairing her, so as to make her a good vessel of her class. The repairs were made and on his return to London he classed the vessel as black OE1 S. S., which means that she need not be inspected in the same way for four years, unless someway injured. Witness proceeded to enumerate the items of the said repairs. They amounted to a cost of £200 there or thereabouts — the materials being the same as those of which the vessel was made. This could be done at Wells, and for that sum. Her value when so repaired would be four guineas per ton the old measurement, by which she would be 136 to 140 tons. The value, therefore, would be £588. About £290 was the estimate now shown, but it contains things that are not necessary, planks being reported as broken which were not so. £288. 12s. was the estimated expense; but of these, items to the amount of £60, or £80 are every way needless. I should have repaired the vessel had I been her owner even had I been uninsured.

Cross-examined I looked at her at the request of the owner, who wanted to get her classed. The repairs were commenced the floor had not been repaired the timbers were her original ones am sure of this.

Mr. H. T. Terrell deposed that he had done the repairs in question. They finished in July, at the cost of £ 210 17s., as far as his bill was concerned. Thinks her value now is £4 5s, per ton old measurement.

Cross-examined- The owners found some of the material, most of it was new. Some parts were of English ash, others of black birch and spruce. A diagonal iron plate was put on the keel. Mr. Powditch is in my employ. Have heard their survey read, but cannot remember the number of timbers that were broken, nor how far it is or is not correct. Several were doubtful whether broken or not. We could not see that any part of the keel was broken. It was shaken in the after part.

Re-examined — She did not require new flooring planks. She was repaired under the instructions of the surveyor at Lloyds.

By the Court—The owners worked on the repairs themselves to the value of about £30, £275 would be the total cost of the repairs.

Mr. Welsby addressed the Jury in reply: disclaiming on the part of the plaintiff and the surveyor, Mr. Edwards, the imputation that had been thrown upon them of stripping off more of the ceiling than was necessary. He contended that the estimate of Mr. Edwards was not taken for the purpose of finally fixing upon the amount of damage, but as an inducement to get the company to send down mere competent surveyors. Nor would the difference of opinion between the three competent surveyors, who were applied to for estimates, and the actual cost of repairs deposed to, negative the claim of his client. The purchaser of the wreck naturally wished to repair and class her but it was shown that her present class was much lower than it was before. Capt. Middleton admitted all the repairs they estimated except the floor timber and the keel. There might be a reduction to be made in the item of floor planks but as to the keel, the use of a large iron plate was not like a thorough repair of the timbers. The state of circumstances was such as to justify a constructive total loss, and the sale of the vessel as a wreck, especially as she sold for £270 which was a considerable sum to save under the circumstance. The abandonment as to time he gave up, or at least left it with his lordship; but it should be borne in mind that the neglect or supineness of the underwriters led to the delay, and that no improper motives had been at work. The case of "Cambridge and Anderton" showed, that it was not necessary to give notice of abandonment at all where there was a total loss. In that case the vessel ran ashore in the river St. Lawrence, and was sold by the master. The purchasers got her off and repaired her. In addition to this important precedent, the learned counsel contended that the vessel being in the hands of the defendants agent, no notice of abandonment was necessary.

The learned Judge, in putting the case to the jury, stated that the issues were chiefly involved in these two questions — whether the vessel was or was not a total wreck, and whether or not the plaintiff had been at the expense, or had suffered any loss in getting the wreck off the bank. As to the first of these issues, they would bear in mind the fact that a wreck might be total by construction, without being actually lost. The rule of proper construction in such case was, whether or not she was in such a state that no prudent owner would incur the expense of repairing her. If so, she was to be regarded as a total wreck, just as a sixpence or a vessel would be lost at the bottom of the sea, since they could only be recovered at an expense that it would be imprudent to incur. This, therefore, was a matter of fact, which they would decide by the evidence which they had heard. With respect to the second issue, it would seem that the plaintiff had in effect sustained no loss, the person employed having been reimbursed the expense of setting the vessel off the bank, by the defendant. On the point of abandonment, Mr. Welsby's view did not appear to be borne out, by the fact that the plaintiff had made subsequent claims of ownership and right in the vessel.

The jury, after a short consultation, returned a verdict in favour of the defendant on all the material issues, and for the plaintiff on the immaterial issue. This terminated the business of the Assizes, and The Court rose about half-past three o'clock.

The North Wales Chronicle and Advertiser for the Principality 2nd June 1860

HARLECH. THE WRECK OF THE SHIP" OBEBON."—According to public announcement, the sale of the wreck of the above ship, which was stranded under Llanddanwg, took place on the 29th ult. The sale was conducted with great energy and spirit by Mr. David Jones, auctioneer, Tremadoc, who displayed an amount of tact and talent in the disposal of the ship, and after a contested bidding, she was knocked down for the sum of £ 400- the purchaser being Mr. Hobley, of Carnarvon.

The North Wales Chronicle and Advertiser for the Principality 2nd February 1861

LAUNCH AT CARNARVON.—The Oberon, a fine vessel of 500 tons, the property of Messrs. Hobley and Sons, was launched from the patent slip, on Monday last. This vessel was wrecked some time since in Cardigan bay, and purchased by the above gentlemen. The beam was almost entirely rebuilt by Mr. Thos. Williams

The North Wales Chronicle and Advertiser for the Principality 23rd January 1864

CARNARVON. GUILD HALL, Monday.—Before Llewelyn Turner, Esq. Mr. T. Hobley was summoned for allowing his chimney to take fire on Wednesday last. P.O. No. 11, said he found the chimney on fire at the premises, Turf Square, between seven and eight o'clock in the morning. Discharged on payment of costs of summons, owing to explanation.

The Pembrokehire Herald and General Advertiser 11th November 1864

PEMBROKE-DOCK.

Launch AT PEMBROKE DOCK. —A clipper barque. about, nine hundred tons register, built for Thomas Hobley Esq and called the Simon Hobley. will, on Saturday next, the 14th instant, be launched from the building yard or Messrs Allen and Warlow. This is the largest and finest vessel yet built by a private firm in Milford Haven. She is considered by competent judges to be a perfect model of her class, and reflects a great credit on the firm who have constructed her; and, whilst we congratulate the builders on their success and heartily wish them good speed in their enterprise, we can only regret that greater facilities do not exist in the locality for extending the building of vessels. Labour is pitiful and cheap in this neighbourhood orders for vessels may be had to any extent, whilst materials and good workmanship can be obtained here as readily as in any part of the world. It is not yet too late to start a good local company, if those possessing the mean will only put their shoulders to the wheel. The launch will take, place at half past four in the afternoon and as the Pembroke and Tenby Railway Company purpose running an excursion train on that day, there will doubtless be a large Humber of spectators. — Communicated.

The Tenby Observer Weekly List of Visitors and Directory 14th May 1868

LAUNCH.—A clipper schooner, the Margaret Hobley, was launched on Thursday, by Messrs. Warlow, for Mr. T. Hobley, of Carnarvon.

CARNARVON TRADERS

SHIP OWNERS

1868

Thomas Hobley - Terrace

William Hobley - 19 Palace Street

The Welshman 15th May 1868

LAUNCH.—On Thursday evening a handsome clipper schooner, named the Mary Hobley, was successfully launched from the building yard of Messrs James and John Warlow she is of 123 tons register, and has been built to order for Mr Thos. Hobley, of Carnarvon, for the Mediterranean fruit trade.

The Cambrian 22nd August 1873

BOARD OF TRADE INQUIRY AT CARDIFF.—The inquiry which was opened on Friday, at the Townhall, Cardiff (before Mr. R. O. Jones, stipendiary magistrate, and Commanders Lillingstone and Steele), into the abandonment of the ship Anne Francis, of Carnarvon, in mid- Atlantic, on the 6th of June, was resumed on Saturday. Mr. Waldron appeared on behalf of the Board of Trade, Mr. Ingledew for the owner, and Mr. Ensor for the captain. The Anne Francis was a barque of 297 tons register, built in Nova Scotia, in 1868, and owned by Mr. Hobley, of Carnarvon. She foundered on the 6th of June, while on a voyage from Newport to Rosario, South America, with a cargo of coals. In May last, while in Penarth roads, four of the crew refused to proceed in her, alleging that she was unseaworthy. They were taken before the magistrates and a survey made, and the surveyor seems to have reported all right, and the men were sent to prison for eight weeks. Several witnesses having been examined, the Court expressed an opinion that there was not the slightest allegation against the owner, who seemed to have done everything to make the ship seaworthy before she left Carnarvon. The Court then adjourned until Monday.

The Cardiff and Merthyr Guardian Glamorgan Monmouth and Brecon Gazette 23rd August 1873

THE BOARD OF TRADE INQUIRY IN CARDIFF. The inquiry into the loss of the *Anna Francis*, opened at the Town Hall on Friday, before Mr. R. O. Jones, assisted by Captain Steele and Commander Lillingstone as nautical assessors, was concluded on Monday. Mr. Clement Waldron appeared on behalf of the Board of Trade Mr. Ingledew represented the owner of the vessel, Mr. William Hobley, of Cardiff; and Mr. Ensor appeared for the master of the vessel.

Mr. Ensor addressed the Court on behalf of his client in an able and exhaustive speech, he desired in the first place to disembarass his client from any prejudice which might possibly attach to him in regard to what took place before the magistrates when the four men declined to proceed to sea. They had had experience in Cardiff of that state of things, and because the magistrates had faithfully and honestly administered the law, they, with the officials of the Board of Trade had been recklessly slandered by a person named Plimsoll. Mr. Ensor, continuing, said He apprehended the Court was perfectly satisfied, after hearing the evidence of Captain Guthrie and Captain Treatt, that there could have been no necessity for the removal of the 25 tons. I Look to a public officer to give evidence as to whether a ship is rightly or wrongly loaded, and if he suggested that 25 tons should be taken out, in order to pacify certain men, I should be exceedingly dissatisfied with such a proceeding. Mr. Ensor was sure the opinion of the Bench could not fail to satisfy the public— however unsatisfactory it might be to certain grievance-mongers. But he was desirous to clear his client, lest it should hereafter militate against him, from any imputation of mala fides in the matter. It had been stated that he promised the 25 tons should be removed. But it should be borne in mind that Mr. Guthrie, the agent of the owners, subsequently objected to this, and, of course, the captain was to a certain extent under his orders. Now, although the evidence adduced before the magistrates impressed them with a conviction that the ship was seaworthy — and although to human observation she appeared to be so - he submitted that in point of fact, as after experience proved and alone could prove, the reverse was the case. When purchased she was in a very defective state, as had been abundantly proved. The repairs done to her at Carnarvon were of a very extensive character. She leaked considerably on her voyage to Newport, and when she got there she had to be placed on the gridiron again. Conceding that she did not make any excess of water when in dock, it was clear she did so when she got out to sea and rolled. From the time the tug-boat left her, she had to be pumped every four hours, and when in the Bay of Biscay the pumping was continuous. But he need only direct their attention at length to what took place between the 2nd of June and the 6th, when she was abandoned. Upon that they only had the evidence of three of the

crew. Could anything be more unsatisfactory, or more unfair to the captain? He did not charge Mr. Waldron with unfairness indeed his learned friend had stated that he had not introduced the plaintiff and defendant principle into the case. He (Mr. Ensor) admitted it most fully, and took occasion to say that his friend had conducted the inquiry on behalf of the Board of Trade with that calm and dignified manner which always sat so gracefully upon him. The three witnesses who were present when the ship was abandoned, all absolved the master from blame. It was true that Mr. Guthrie and Mr. Treatt had reluctantly stated, in answer to the questions of the Court, that they would have taken a course which the captain had not adopted to secure the safety of his vessel. The carpenter had reported that the started butt could not be repaired, either from within or without, and he swore it now. The captain thought so too, and he believed the carpenter. Was he blameable for that? But the truth was the captain believed the leakage to have been lower down, and at a place where it was impossible to ascertain it. The ship continually increased making water. The captain took his turn at the pumps, and at ten o'clock on the morning of the 6th, the crew, jaded and exhausted, said they could work no longer. Was that true? If so, how could the master compel them? Besides that, he was himself utterly exhausted by his own exertions and no doubt his mind partook of the exhaustion of his body, and to some extent disqualified him from that fertility of resource which he might perhaps have been expected to show. It was clear the men could pump no longer, and what was this man to do? In a sinking ship, tossing on the billows of the great Atlantic, and under the broad canopy of heaven, without a sail in sight, or any human help available, what was left to them, save a trust in Providence, and an inextinguishable hope? They were compelled to take to the long boat, and they stood by the ship until the David Fleming came in sight. If the Anna Francis could have been saved, would not the master of the David Fleming have placed some of his crew on board, and so have secured salvage? His neglect to do so, spoke trumpet tongued in favour of his client. In conclusion he remarked that nothing could be suggested against the captain, save possibly a want of judgment; for which, considering all the circumstances of the case, it would be hard to suspend his certificate; and having warmly appealed to the sympathy of the Court, Mr. Ensor wound up his forcible address with an expression of his confident hope and belief that his client's certificate would be returned to him.

Captain Jones deposed I was master of the Anna Francis. We sailed from Newport on the 2nd of May, and arrived at Lundy on the 13th. The tug left us at four o'clock on the morning of that day. We then had a light wind and pumped only once in twelve hours. The same night—that of the 13th—we commenced pumping every four hours, as usual. One night, when in the Bay of Biscay, the vessel made more water, and we pumped almost continuously. From that time to the 2nd of June the amount of water varied as the weather moderated. On the 1st of June she shipped a larger quantity, and we pumped every hour or half an

hour. I myself assisted. On Whit-Monday (the 2nd June) there was a "lumpy" short sea, and the vessel made, if anything, more water. We had no fear on that day for the safety of the bark, but the carpenter told me she was making a great deal of water, and I replied that if it continued to increase we should have plenty of ports under the lee, naming Pernambuco as one. I had, however, no serious thoughts of going there at the time. On Tuesday the weather was about the same, with a slight breeze. We were pumping almost continuously through the watch, both on Wednesday and Thursday. On the night of the 5th the vessel sucked till ten o'clock. We commenced pumping again at a quarter-past ten, and continued till a little after eleven without sucking. I then turned out, having before been keeping watch and watch." I could hear from my bed that the pumps did not suck. I asked if they were sucking, and received a negative reply. I then called all hands out to pump. She gave a rolling suck somewhere about two o'clock. We had a short spell, and then went on again. On looking over the side I thought I could see one of the planks out. I looked again, and shouted for the carpenter. I asked him if he could do anything to it, and he replied that it was impossible. That was my opinion also. All hands continued pumping till a quarter past ten on the morning of the 6th, and the men then came aft and said they could pump no longer. They had been working laboriously and well up to that time, and I believe they were thoroughly exhausted. I replied that we must work on as long as we could because the vessel would go down if we did not pump. I can give no opinion as to the cause of the excessive leaking but I think it was from a defect in the bottom of the ship. I do not consider that the starting of the butt accounted for the whole of the leakage. The pumps last sucked between six and seven o'clock on the morning of the 6th, just about the time that I noticed the plank. Gillespie is not right in saying that they sucked at ten they took no regular suck later than seven. After half-past ten, some of the hands were employed in pumping, and some in getting boats ready. We finally ceased pumping at two o'clock. The vessel was running her course all this time. There were then 2ft. of water in it. I did not put the vessel on the wind in the port-tack, because she would then have rolled more than ever. We subsequently got the long boat out, and placed some clothes and provisions in it. We drifted from the vessel in the long boat and then set sail and returned to her. This was about four o'clock. I jumped on board and sounded the pumps. I should say there were then 4ft. of water. I sat down for a little while with the boat hanging astern. About four I o'clock I noticed a vessel in sight, but she passed on. Subsequently, I saw another ship which proved to be the David Flemming. We were not far off, and could speak to one another. They asked what was wrong, and the answer was, "The vessel is sinking." At five o'clock we found 7ft. of water in the bark. I requested the captain to lend me an instrument with which to bore a hole in the bow of the bark, as it was getting very dark, and he replied, "What do you want to do that for ? the vessel seems to be level with the water now, and it will go

down in a very short time." I told him I should like to do it, in case other ships should come in collision with the vessel. He then sent his own carpenter with us, and we got alongside the bark. Each of the carpenters sawed a hole in the bow, and we afterwards left again for the David Flemming. Before doing so, I sounded the pumps and found 8 feet of water, as near as we could guess. We proceeded to Dundee in the David Flemming. I consider it was indispensably necessary to abandon the ship, and should have stuck to her had I thought there was any possibility of saving her. I have no share in the vessel. The owner has promised to employ me again in another ship. Captain Jones was then cross-examined by Mr. Waldron, after which the room was cleared that the Court might consider its verdict. Shortly afterwards the public were re-admitted, and Mr. Jones said that the Court had considered all the circumstances of the case, and the defence of the master, which had been so ably put before them by Mr. Ensor. It would have given them great satisfaction to arrive at a different view of the case from that which they had adopted, and to acquit the captain but, unfortunately, they could not do so. His worship then delivered a written judgment as follows: "After a careful consideration of the evidence before us. in connection with the master's evidence given for the defence, the Court arrive at the conviction that the Anna Francis foundered from lack of due effort to keep her afloat. If the butt said to be started under the main chains, as alleged in evidence, was the cause of the leak, a process not more laborious than that of putting the boats out might have stopped it, either by hauling the ship on a bow-line and thus giving her heel to bring the leak approachable from outside, or by giving her heel by removing coal from abreast the leak to the starboard side of the deck, and thus bringing the leak out of water and making it approachable from inside or by lowering a small sail, thrumped or unthrumped, over the side, and secured by a tack, or by any other equally simple process. That no attempt or effort of this description was made implies incapacity or carelessness on the part of the master so great that the Court feel it their painful duty to meet the default with a severe punishment. They, therefore, sentence him to have his certificate suspended for two years from the date of this court. They consider the Anna Francis to have been perfectly seaworthy when she weighed from Penarth Roads, and acquit the owners of all blame." The proceedings then closed.

South Wales Daily News 12th February 1876

NEW MILFORD

A LAUNCH.—The full-rigged barque, the Princess of Wales, built by Mr Warlow, at his yard in Hazel beach, for Mr Thomas Hobleby, Carnarvon, was launched on Thursday last. This is the largest vessel built on the Haven, outside of H.M. Royal

Dockyard. She measures 173 feet long, by 33 feet broad, and is registered to carry 850 tons. Although the day was cold and wet, there was a very large gathering to see the launch, which took place at half-past five in the afternoon. The christening ceremony was performed by Mrs Cotton and the vessel left the dock amidst loud cheering. At seven o'clock a large company sat down to a sumptuous repast, Prepared by Mrs Warlow. Mr Gaddarn asked permission to propose the health of Mrs Warlow. He said if Milford Haven was to become what they wished it to be, they must have a great many more such men as their lot. The vessels constructed by Mr Warlow could not, he thought, be very bad specimens of the trade of the Haven, when they bore in mind the fact that he had built some half dozen vessels for the same gentleman, and the next week he would again laid down another for Mr Hobley. In laudatory terms the speaker proposed the toast, which was received with acclamation. Mr Warlow responding, alluded to Mr Hobley, and also approvingly of his workmen. Thanks were recorded to Mr and Mrs Warlow for their treat, and to the Mayor for presiding, and the gathering dispersed.

The North Wales Chronicle and Advertiser for the Principality 28th July 1877

CARNARVON.

A PLEASANT GATHERING.— On Thursday week the members of the Salem Juvenile Temple Lodge were treated to a picnic at Graianfryn, the residence of Mr Thomas Hobley, who kindly entertained them to a sumptuous tea and the usual delicacies. A meeting of an instructive and entertaining character having been held at Graianfryn chapel, under the presidency of Captain G. B. Thomas, North Road, the children returned to Carnarvon, and were profuse with thanks to Mr and Mrs Hobley for the kindness shown towards them.

The North Wales Express 12th April 1878

MR HYWEL WILLIAMS AT RANGOON. As our local readers are aware, Mr Hywel Williams, the well-known young violinist of this town, resolved last year to adopt a seafaring life, and proceeded on his first voyage to Rangoon, on board the Belle of Arvon, commanded by Capt. Thomas, and owned by Messrs. Hobley and Co.

**Carnarvon and Denbigh Herald and North and South Wales Independent
9th August 1879**

Deaths

Hobley-August 4, at his residents, Graianfryn. Llanwnda, near Carnarvon, aged 87 years, Simon Hobley. Esq

7.0 Analysis

The Pioneer was advertised for sale from October 1856 at Liverpool after its arrival from Pictou, Nova Scotia, British North America at the end of September.

The destination of Porto Rico for Pioneer in May 1858 was vague because there are three possibilities. Puerto Rico has since 1898 been known as Porto Rico in the Caribbean, Puerto Rico, Gran Canaria and Porto Rico, Brazil. I searched the BNA for September 1858 "Pioneer, Porto Rico" since only its arrival at Gravesend was found in the initial search "Pioneer, Jones" and found a commercial report for the sugar market at London which listed the cargo as a quantity of sugar. Only the Caribbean Porto Rico was a producer of sugar, the Brazilian town is inland in a Jungle region.

The Shipping and Mercantile Gazette reported the Pioneer leaving Kingstown before she encountered the storm but the deposition of the surviving crew member Phillip Dober states they left Cork. Queenstown in Cork harbour is the usual destination or Falmouth for vessels to wait for orders on returning to Europe. Pioneer had called at Queenstown previously in 1861 with the same master returning from the Black Sea. Queenstown is also a shorter distance to Europe than Kingstown if that was her destination after receiving orders. She had previously been sent to London and Antwerp on her return from the Black Sea after receiving orders at Falmouth or Queenstown. I therefore decided Queenstown was probably the correct port Pioneer sailed from before being abandoned.

There were more difficulties finding records of arrivals and sailings for Pioneer than most vessels I have researched as the master's names were either distorted to something else by the electronic reader, or the names were not recorded. Pioneer is a common name for a vessel and also used widely in various Victorian newspaper reports, commonly producing a few thousand possible matches. I started recording likely records then traced them through the records as I searched and if they then came up with the wrong masters name, or the tonnage of the vessel was quoted which did not match or the destination was wrong, (India or China) I deleted them. I found this easier than marking them then going back to them later.

The destinations for Pioneer were for a vessel less than 200 tons a long distance away, especially the Black Sea destinations. The cargo's of grain, linseed and rapeseed were carried to Falmouth or Queenstown for orders, when it appears the final destination depended on the sale price and included Europe.

The damage repairs reported in LR in 1860 seem to relate to repairs required when Pioneer put into Falmouth leaky and after survey, and discharged for repairs. The 1862 damage repairs relates to the abandonment and the repairs required after she towed in from the Aberdovey Bar. The 1863 damage repairs probably relate to the collision with the barque Mata in Milford, when her stem and quarter was damaged.

The survival of the Pioneer in 1862 and the little damage it seem to have suffered was an unexpected outcome. The route it drifted after being abandoned took it back inshore as the lifeboat crew reported it being 6 miles out when they rescued Phillip Dober the surviving crew member. The lifeboat station keys were reportedly mislaid but this had no effect on the rescue because the crew members who perished had abandoned the vessel some time previously. The entries in LR and the Crew List for 1863 caused me to search for further use of Pioneer. The final demise of Pioneer is a mystery which will never be solved but it was not unusual in the times, when the fate of a missing vessel was often discovered by debris being washed ashore. If the Pioneer foundered in the Atlantic or crossing the Mediterranean debris is unlikely to be found.

The owners of Pioneer also owned numbers of other vessels and were not only buying vessels arriving from British North America but were contracting to have them built in Wales at Pembroke. They also purchased at least one vessel as salvage and after repair used it in their business. They were Thomas Hobley, William Hobley, Joseph Hobley (Druggist) and Simon Hobley (Flour merchant). They were involved in the political life of Caernarvon and often appeared in the list of grand jurymen sworn in for the Assises.

Edward Kent the builder of Pioneer was a blacksmith who started building ships in 1851 at Tatamagouche, NS. It was reported most were sold in Newfoundland, British North America but some including the Pioneer were sold at Liverpool.

The Pioneer sailed partly before Crew Lists were compulsory, but some may exist in the National Archives and 1863 is held by the Gwynedd Archives Service, but none are available on line. So the crews are at present unknown even the ones who lost there lives in 1862 in Cardigan Bay and when Pioneer disappeared on route to Constantinople in 1863. The crew lists may provide sufficient information to research the crews and masters. The survivor of 1862 was Philip Dober of Guernsey but I could find no information concerning him from this information.

The 1862 incident illustrates that abandoning a large vessel before it sinks is much more dangerous than staying on board until the last moment possible. The crew member who was unable to leave on the ship's boat survived after being

rescued by the RNLI and the vessel was recovered after grounding on the Aberayron Bar.

The BNA provided almost all the recorded voyages of the Pioneer and WNL the remainder, which is not surprising as although she was registered at Caernarvon she is not recorded as visiting Wales often. The WNL provided most all the reports concerning Hoblely & Co. Google searches provided the details concerning Edward Kent.

8.0 Conclusions & Recommendations

I have spent about 40 hours researching this project with about 95% of that time spent on line. It took longer because of the problems searching for records of Pioneer.

The cargo carried by Pioneer was always described as wheat, probably because that was the usual cargo from the Black Sea and I used the description used to describe it on sale. As 1862 when Pioneer was abandoned, the salvaged cargo was described as linseed, when it had been described as grain on the report when it sailed from Cork and on the Coflein website.

The disappearance of the Pioneer on route from Milford to Constantinople leaves no possibility of a wreck to dive or investigate. I doubt it could be identified even if it was found by side scan sonar during a project like the investigation of the seabed around Malta.

The project has answered all my questions except regarding the masters and crew. That would require physical visits to the archives holding the crew lists to progress any further.

The only research on line about the Pioneer are on the Coflein website and glen-johnson website which are reproduced..

The story of the Pioneer is different in the ports she traded with, the continuing story after she apparent sank is not, the unexplained loss is also not unusual and the lack of the human element in the story makes it unsuitable for any further publication.

9.0 References

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Appendices:

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

			Where.	When.				No. first	Hull & Stores.
neer Stm (Iron)	T. Bone	136	Shilds	1856	R. Ekless	Shmptn	Shl. Coaster	6	A 1
	MC.56	60	80HP.			4 Blk Hds			56
Sr	A. Brodie	80	Paisl'y	1854	Donald &	Glasg'w	Cly. Coaster	—	54
(Iron)									54
Bg	R Haym'n	112	Yrmth	1834	Dunsfrd &	Exeter	Sws. Coast'r	10	Æ 1
		100	Srprs 55	Drp. 56					56
Bk	Ingleton	432	Pillau	1853	Salveson	Gngmh	Cly. Singapr	7	A 1
r. & Y.M. 55		475	Drp. 55						55
Scw Sr	W. Wade	518	Nwcastl	1854	Gen. SNC	London	Nwc Londn	—	54
(Iron)	MC.54	378	AP.70	H.					54
Bg	Williams	191	N. Sco.	1856	Hobley &	Cnrnrvn	Bng Coaster	4	A 1
r. & Z. 57 I. B.			B. Bh A	S. & P.					5
Scw Stm	W. Yeo	378	Bristol	1856	J. Edwrds	Briz	Brs. Coaster	12	A 1
(Iron)	MC.56	257	100HP.			5 Blk Hds			56
rate Scw	T. Hadley	285	Gl'sgw	1848	Potter & C.	Glasg'w	Cly. Sydney	—	52
m (Iron)			60HP.	len. 51					52
ttton Bg	J. Crisp	203	P.E. Isl	1847	J. Crisp				55
zarro S	W. Splatt	455	Whtvn	1853	Bibby & C	Liverp'l	Whn Livrp'l	13	A 1
YM. 53c.f.		463							53
lace K	T. Bassitt	38	Foy	1836	Bassitt &	Tgnmth	Tgn Coaster	—	Æ 1
			len. 57	N. d. & lr p. 57			S. S. 57. 4 yrs		3
anet S	J. Byron	667	Sndrld	1857	J. Bonus	London	Lon. Austral	11	A 1
YM. 57c.f.									3-
		402	London	1811	Dawson	London	Lon	—	Æ 1

Pioneer Brig built in Nova Scotia in 1856 with iron bolts in B. birch and ash, owned by Hobley & Co, registered at Caernarvon, sheathed in felt and zinc in 1857, Bangor coaster, surveyed in May 1857 classified A1 for 4 years

1858, 1859 No changes

1860 Master now W Evans, damage repairs in 1860, new survey April 1860 in Falmouth. No longer marked Zinc sheathed. Now sailing Falmouth to Mediterranean.

1861 Master now Jones with amendment to Roberts, amendments to Zinc sheathing stamped over each other and unclear, also damage repairs in 1862, New survey in march 1861 S S for 4 years cont. 60- at Bangor, and May 1862 still classified A1. Carnarvon coaster

1862 Master now Roberts amended to W Williams, also damage repairs in 1863, new survey March 1863 SS- 4 years

1863 only change **SS 1863 – 3 years, A1 3,63** and length, breadth and draught are shown

1864 No changes except stamped "Wrecked"

Appendix B – The Timeline for the *Pioneer*

1856

September 27 1856 Liverpool arrived Pioneer from Pictou

1857

May 4 1857 Caernarvon sailed Pioneer, Williams for Glasgow

May 9 1857 Glasgow arrived Pioneer, Williams from Caernarvon

May 25 1857 Clyde sailed Pioneer, Williams for Jamaica

July 10 1857 Kingston, Jamaica arrived Pioneer, Williams from Clyde in 43 days

October 22 1857 Liverpool arrived Pioneer, Williams from Jamaica - logwood

December 1 1857 Liverpool sailed Pioneer for Cork

December 4 1857 Holyhead put in Pioneer, Jones from Liverpool for Cork

December 12 1857 Holyhead sailed Pioneer, Jones for Cork

December 31 1857 Queenstown arrived Pioneer, Jones from Liverpool – coal

1858

January 18 1858 Queenstown sailed Pioneer, Jones for Glasgow

January 22 1858 Cairnryan put in Pioneer, Jones from Cork to Glasgow

February 3 1858 Holyhead put in Pioneer, Jones from Clyde for Havre

March 8 1858 Havre arrived Pioneer from Clyde

March 21 1858 Falmouth arrived Pioneer, Jones from Hull

March 24 1858 Deal passed Brig Pioneer from Westward to Northward

March 29 1858 Shields arrived Pioneer, Jones from Havre

May 25 1858 Cardiff sailed Pioneer, Jones for Porto Rico

September 4 1858 Deal arrived Pioneer (brig) from Porto Rico & proceeded for
 . the river

September 5 1858 Gravesend arrived Pioneer, Jones from Porto Rico

September 6 1858 London customs house entered inwards Pioneer, Jones from
. Porto Rico- Sugar Agent Ogilby

October 20 1858 Swansea sailed Pioneer, Jones for Alexandria

December 3 1858 Alexandria arrived Pioneer, Jones from Swansea

1859

January 13 1859 Alexandria sailed Pioneer, Jones for Falmouth

March 9 1859 Falmouth arrived Pioneer, Jones from Alexandria

March 21 1859 Falmouth sailed Pioneer, Jones for Hull

May 18 1859 Limerick arrived Pioneer, Evans from Newcastle - coal

May 29 1859 Limerick sailed Pioneer, Evans for Cardiff

June 28 1859 Cardiff sailed Pioneer, Evans for Malta

September 9 1859 Constantinople arrived Pioneer, Evans from Malta

October 9 1859 Sulina sailed Pioneer, Evans for UK

December 2 1859 Gibraltar arrived Pioneer, Evans from Galatz and cleared for
. Falmouth or Queenstown

December 21 1859 Falmouth arrived Pioneer, Evans from Galatz

December 26 1859 Falmouth sailed Pioneer, Evans for Antwerp

December 30 1859 Antwerp arrived Pioneer, Jones from Galatz

1860

March 28 1860 Off Beachy Head arrived Pioneer, Jones from Middlesbrough for
. Trieste

April 7 1860 Falmouth arrived Pioneer, Jones from Middlesbrough for Trieste

April 26 1860 Falmouth sailed Pioneer, Jones for Trieste

May 31 1860 Trieste arrived Pioneer, Jones from Middlesbrough

August 18 1860 Ibrail arrived Pioneer, Jones from Sulina

September 15 1860 Ibrail sailed Pioneer, Jones for England

November 22 1860 Queenstown arrived Pioneer, Jones from Ibrail-rape seed

December 1 1860 Queenstown sailed Pioneer, Jones for London

December 7 1860 Gravesend arrived Pioneer, Jones from Ibrail

December 8 1860 London customs house entered inwards Pioneer 190, Jones
 . from Ibrail- Oligby

1861

April 27 1861 Caernarvon sailed Pioneer, Jones for Swansea

May 25 1861 Swansea arrived Pioneer, Jones from Tarragona

June 10 1861 Tarragona arrived Pioneer, Jones from Swansea

June 27 1861 Tarragona arrived Pioneer, Jones from Constantinople

July 9 1861 Spoken to Pioneer, Jones Tarragona to Galatz by True Blue, Evans
 . arrived Malta 10th July

August 27 1861 Constantinople arrived Pioneer, Jones from Danube

w/e September 7 1861 Sulina arrived Pioneer, Jones

September 8 1861 Kertch arrived Pioneer, Jones from Corfu

September 28 1861 Ibrail arrived Pioneer, Jones from Galatz

October 10 1861 Ibrail sailed Pioneer, Jones for England

November 14` 1861 Constantinople arrived Pioneer, Jones from Galatz

1862

January 4 1862 Queenstown arrived Pioneer, Jones from Galatz - linseed

January 20 1862 Cork sailed Pioneer, Jones for Rotterdam – grain

January 25 1862 Abandoned by crew waterlogged off Cardigan

January 26 1862 Towed into Aberaeron Pioneer 191

May 22 1862 Cardiff entered outwards Pioneer 191, Roberts for Ancona
 . Rowland & Thomas

May 31 1862 Cardiff sailed Pioneer, Roberts for Ancona

September 16 1862 Odessa arrived Pioneer, Roberts from Ancona

October 6 1862 Constantinople arrived Pioneer, Roberts from Odessa

October 6 1862 Constantinople cleared Pioneer, Roberts for Queenstown or
Falmouth

December 8 1862 Queenstown arrived Pioneer, Roberts from Odessa for orders –
wheat Rodocanachi and Sons & Co, London

December 24 1862 Poole arrived Pioneer, Roberts from Odessa

1863

January 20 1863 Poole sailed Pioneer, Roberts for Caernarvon

April 13 1863 Cardiff arrived Pioneer 190, Williams from Pembroke – ballast

April 29 1863 Cardiff sailed Pioneer, Williams for Messina

May 25 1863 Messina arrived Pioneer, Williams from Cardiff

June 12 1863 Messina sailed Pioneer, Williams for London

June 24 1863 Girgenti arrived Pioneer, Williams from Messina

September 2 1863 Falmouth arrived Pioneer, Williams from Girgenti

September 10 1863 Liverpool arrived Pioneer from Girgenti

October 17 1863 Cardiff arrived Pioneer 190 of Caernarvon from Liverpool
153 tons salt J Elliot

November 11 1863 Cardiff sailed Pioneer, Jones for Constantinople - iron

November 19 1863 Milford put in Pioneer, Jones from Cardiff for Constantinople

Appendix C Port locations and cargo explanations

Ancona is a city on Italy's Adriatic coast

Alexandria is the capital city of the Teleorman County, Muntenia, Romania. It is located south-west of Bucharest, towards the Bulgarian border. The city is situated on the Vedea River

Cairnryan is a village in county of Wigtownshire, Dumfries and Galloway, Scotland. It lies on the eastern shore of Loch Ryan, 6 miles north of Stranraer and 81 miles south west of Glasgow.

Constantinople, now Istanbul is a major city in Turkey that straddles Europe and Asia across the Bosphorus Strait.

Galatz is in eastern Romania. Now Galați, is a port town on the Danube River.

Agrigento (Italian): Sicilian: **Girgenti** a city on the southern coast of Sicily, Italy

Ibrail is Brăila a city in Muntenia, eastern Romania, a port on the Danube

Kertch Now Kerch is a city on the Kerch Peninsula in the east of the Crimea

Cobh known from 1849 until 1920 as **Queenstown**, is a seaport town on the south coast of County Cork, Ireland. Cobh is on the south side of Great Island in Cork Harbour

Sulina is a town and port in Tulcea County, Northern Dobruja, Romania, at the mouth of the Sulina branch of the Danube. It is the easternmost point of Romania.

Tarragona is a port city in north eastern Spain's Catalonia region

Trieste is in northeast Italy. A port city, it occupies a thin strip of land between the Adriatic coast and Slovenia's border.

Linseed, Linseed oil, also known as flaxseed oil is a colourless to yellowish oil obtained from the dried, ripened seeds of the flax plant (*Linum usitatissimum*). The oil is obtained by pressing, sometimes followed by solvent extraction. Linseed oil is a drying oil, meaning it can polymerize into a solid form. Owing to its polymer-forming properties, linseed oil can be used on its own or blended with

combinations of other oils, resins or solvents as an impregnator, drying oil finish or varnish in wood finishing, as a pigment binder in oil paints, as a plasticizer and hardener in putty, and in the manufacture of linoleum. The bi-product of linseed oil is linseed oil cake, which was given to cattle as a fattening feed. Where linoleum was being produced in Scotland during 19th century, their cattle benefited greatly from this cake.



Fig. 3

Logwood tree

Logwood The dye logwood or blackwood is extracted from the heartwood of logwood trees (*Haematoxylum* or *Haematoxylon campechianum*) that come from Central America. Logwood dye was introduced into Europe by the late 1500s in the form of logs, hence its common name. Logwood's main use is for dyeing textiles and leather. It is not native to Jamaica but an introduced invasive species but is profitable. It was introduced in 1715 to Jamaica, before this time it was stolen by privateers from Spanish ships or chopped down in Mexico, Spanish South America.

Rape seed uses have been for lamp oils and soap making.



Fig. 4 Map of Europe

⇨ Ibrail, ⇨ Sulina, ⇨ Galatz, ⇨ Trieste, ⇨ Constantinople

→ Corfu → Tarragona, → Rotterdam, → Girgenti, → Penzance
→ Queenstown → Alexandria, → Ancona



→ Alexandria, → Constantinople → Galatz

Fig. 5 Map of Black Sea



Fig. 6 Map of Caribbean

 Jamaica  Porto Rico

Appendix D Appropriation Book Entry

Account per Oct. 5/12/58	4.1.3 0	Boothman's light	235	"	"	25 "	"	"
	1	Pacific	297	"	"	2 July	"	July 2
Lost per Oct. 24/58	2	Blauvelt	140	"	"	5 "	"	"
Sold to Foreigner in Oct. 27/58	3	Palmatta	338	"	"	9 "	"	" 9
Lost per Oct. 28/58	4	Debradi	779	"	"	18 "	"	" 18
Lat per Oct. 28/58	5	General Williams	283	"	"	24 "	"	" 24
Wrecked in Oct. 28/58	6	Louis Napoleon	302	"	"	26 "	"	" 26
Lost per Oct. 28/58	7	Jane	131	"	"	30 "	"	" 30
Lost per Oct. 18/59	8	Osigo	1111	"	"	4 Aug	"	Aug. 4
	9	Christau	197	"	"	8 "	"	" 8
Lost per Oct. 11/59	10	Ponser	190	"	"	13 "	"	" 13
	1	↑ C... ↑	28	"	"	19 "	"	" 19
	2	↑ ... ↑	20	"	"	30 "	"	" 30
Wrecked & sold to Foreigner as per Oct. 28/59 in part Oct. 15/59	3	Y... -1009	265	"	"	1 Sept	"	Sept 1
	4	↑ ...	78	"	"	" "	"	" 3
	5	Paragon	518	"	"	11 "	"	" 11
Wrecked abandoned per Oct. 17/59	6	Instant	515	"	"	5 "	"	" 5
	7	Hawatha	271	"	"	12 "	"	" 12
	8	Penguin	106	"	"	22 "	"	" 22
Y... 18/59	9	W... -	111	"	"	29 "	"	" 29
4.1.15 0	10	Scotia	1472	"	"	" "	"	"

Crew Lists

National Archives

Year	ON Range	TNA reference
1857	40536-41447	BT98/5090
1858	41126-41405	BT98/5528
1859	40544-41140	BT98/6220
1860	41126-41150	BT98/6927

1861,1862 May be held at National Maritime museum

1863 Port Caernarfon held at Gwynedd Archives Service