

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



*A Brig of the period.*

Report compiled by:  
**Malcolm Whitewright**

Report Title:

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

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## 1.0 Abstract

The *Sobraon* is one of many vessels wrecked on the notorious St Patrick’s Causeway (Sarn Badric) in Cardigan Bay. The information available in the MADU database (Table.1) is limited to the name and date of wrecking, ‘probably re-floated, possibly confused with *Oberon*,’ ship type given as a Barque.

**Table 1, Extract from MADU database.**

147	24/01/1860	Sobraon	?	?
148	??/02/1860	Oberon(1)	Cardigan	Causeway
149	01/04/1860	Oberon(2)	Cardiganshire	Causeway Bank, 4-5m off Mochras Point

Ran aground in heavy seas, probably <del>refloated</del> , may be confused with <del>followin</del> wreck Oberon	Barque	<del>rc,le</del>
Struck causeway (as per next entry) but further <del>to</del> seaward / beached at <del>Llandwnog, nr. Harlech</del>	Barque	le, ch, iwj, rc,
stranded / wrecked / total loss	Barque	wood   d, le, ch, iwj

307	1852	from: Liverpool / to: Africa / home port: Liverpool (Aberystwyth?) cargo: sugar, cotton, hides / home port: Liverpool
-----	------	--

The objective is to establish the facts relating to the wreck report and discover the circumstances leading up to the ‘wrecking’ and the outcome, together with any other relevant information.

The research is limited to information available on-line as access to libraries and record offices was not possible at this time due to the lockdown for the CORVID-19 pandemic.

## 2.0 Index

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**2.5 Contributors**

Thank you to the following who have helped with this research.

Ian Cundy

Dr J Whitewright

Robert Cadwallader

**2.6 Abbreviations**

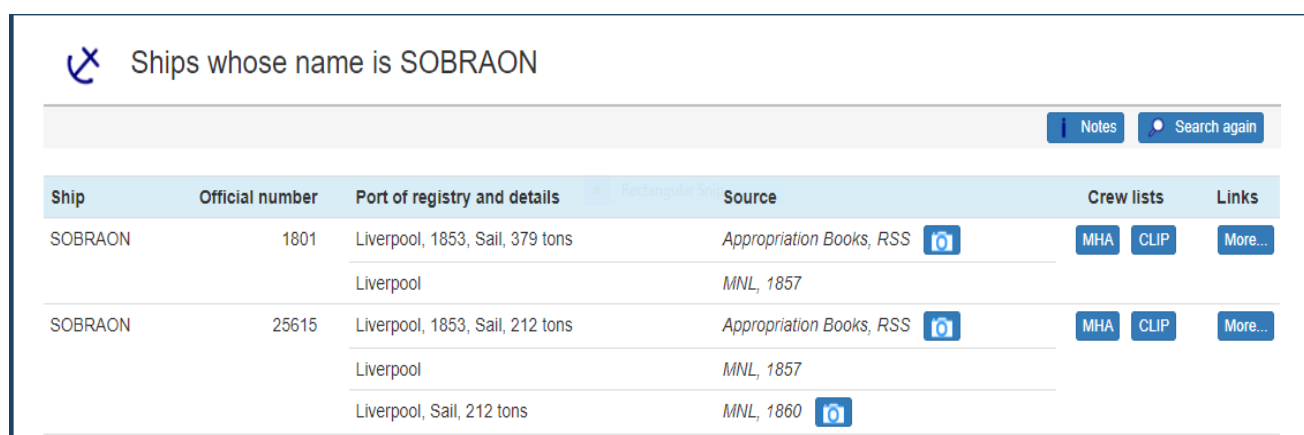
GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

### 3.0 Introduction.

The *Sobraon*, Official no. 25615, MADU Ref 147, was selected as one of the many vessels listed in the MADU database as being wrecked on the infamous St Patrick's Causeway in Cardigan Bay (Table 1). The ship on passage from Liverpool to Sierra Leone was thought to have gone aground on the causeway on 24<sup>th</sup> January 1860. Lloyds Register records of the ship, and the Mercantile Navy Listings, ceased after 1859/1860.

The name is unusual currently but was in the news at the time and almost certainly relates to the fierce 1846 battle between the British army and the Sikh forces led by Raja Lal Singh in the Punjab, India on 10<sup>th</sup> February 1846 – the year of build. A relative of Robert Boyd served in the West Yorkshire Regiment in the battle at *Sobraon*.

**Figure 1, Extract from Clip Files, ships named *Sobraon*.**



Ship	Official number	Port of registry and details	Source	Crew lists	Links
SOBRAON	1801	Liverpool, 1853, Sail, 379 tons	Appropriation Books, RSS	MHA	CLIP
		Liverpool	MNL, 1857		
SOBRAON	25615	Liverpool, 1853, Sail, 212 tons	Appropriation Books, RSS	MHA	CLIP
		Liverpool	MNL, 1857		
		Liverpool, Sail, 212 tons	MNL, 1860		

Initially I found six vessels in Lloyds with this name four of which were built after 1860 and of the two, both built in 1846, one only was in service after 1857 (Fig.1) and this is the one researched here.

This wreck or any relating to the *Sobraon* is not listed in Larn & Larn. Nor is it listed by Coflein. The implication is that although not wrecked in UK waters it disappeared from Lloyds Register after 1860.

The following aspects were included in this research:-

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

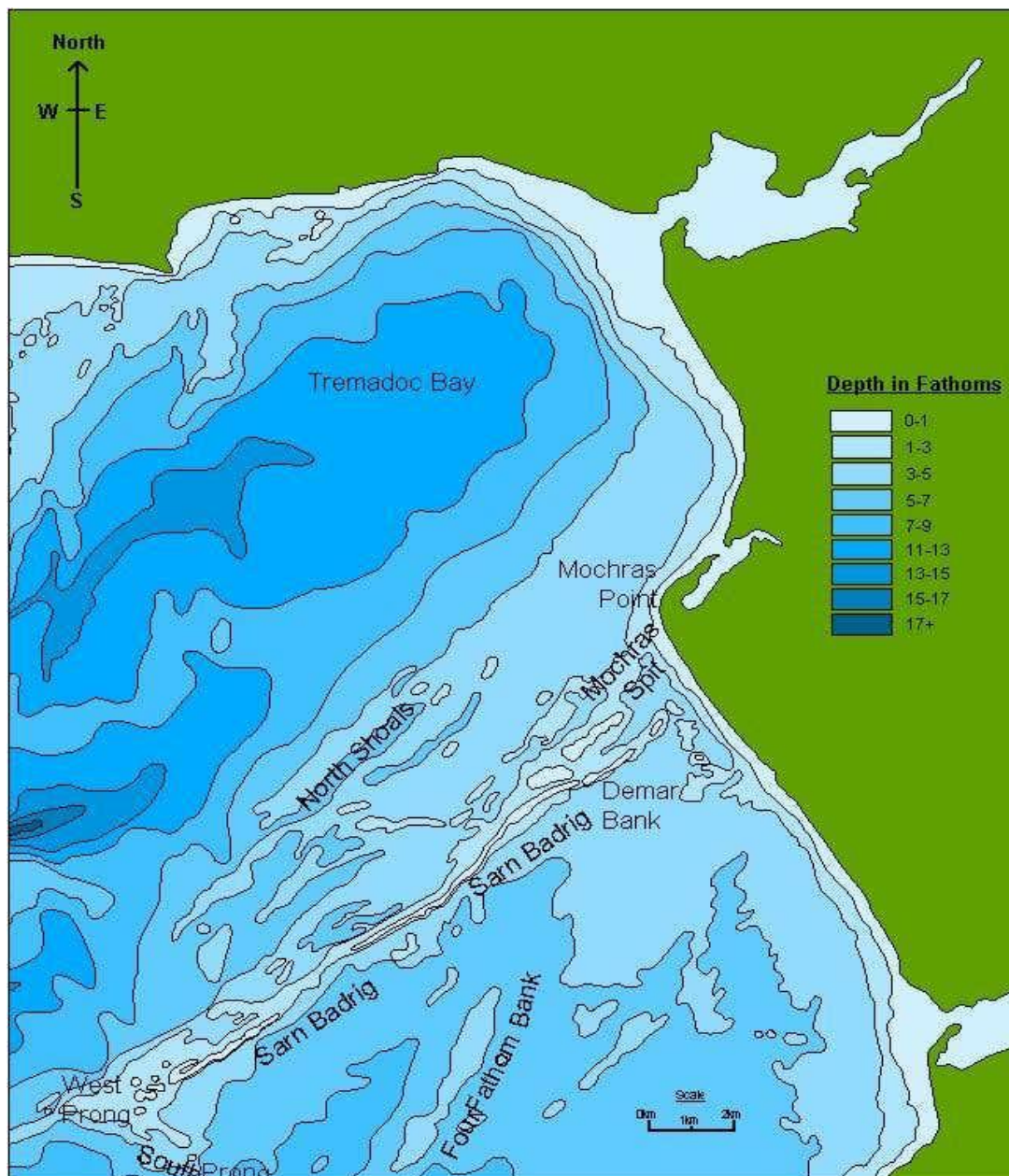
## 4.0 Background

The only previous information available relating to the *Sobraon* is that in the MADU data base Ref. 147 (Table 1). Which gives a Barque aground on 24<sup>th</sup> January 1860 on St Patrick's Causeway (Sarn Badrig) – possibly re-floated?

There is also a note stating that this may be confused with the Barque *Oberon* MADU Ref. 148

I have concluded that the reverse is true and that the sighting recorded of the *Oberon* (1) is in fact the *Sobraon*.

**Figure 2, Cardigan Bay Reefs.**



## 5.0 Research Methodology

The following were used in this research:-

Acer Laptop with fast fibre wireless internet connection, I-phone.

Search engines used were

Google Chrome

AVG Secure Browser

Microsoft Office

Windows 10

Snip & Sketch

**Methodology:** first step to check out Coflein.

Then Lloyds Register. Mercantile Navy Lists. Newspaper records. Crewlist.

### **List of sources,**

Coflein: <https://www.coflein.gov.uk/en/site/search> No record of this ship

Lloyds Register of shipping: <https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online> - Lloyds Register, starting point.

Library of Wales: <https://newspapers.library.wales/view/3310679/3310687/68/> - excellent for local news reports wrecks, rescue, salvage, sequence, names and places. Nothing on this ship – only Sikh War in India



## 6.0 Results

The *Sobraon* was in the transatlantic trade initially between Belfast and Barbados and West Indies. Rigged as a Brig of 256DWT/213 NT built in New Brunswick, Canada in 1846. Built by Mr William Rennie Shipwright at the Bathurst Yard of Joseph Cunard. It was commissioned, owned and operated initially by Boyd & Co of Belfast and registered at Liverpool with home port of Belfast.

**Figure 3, Extract from the Appropriation Listing for the Brig *Sobraon*.**

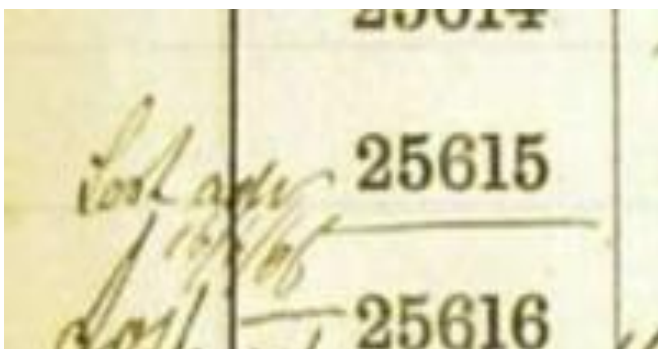
Date of Appropriation 11 July 1855. Registration 27<sup>th</sup> May 1855.

Appropriation Books, Official Numbers 25601 - 25650 (25615)

Image source [clip](#) CLIP images

The image shows a handwritten table with columns for Official Number, Name of Ship, Tonnage, Whether Steam or Sailing Ship, Port of Registry, Date of Registry, Occasion of Appropriation, and Date of Appropriation. The entries are as follows:

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
25601	<i>Amelia</i>	62	Sailing	Liverpool	2 May 1854	Col: present	July 11 1855
25608	<i>John</i>	65	"	"	"	"	"
25609	<i>Elizabeth</i>	61	"	"	"	"	"
25610	<i>Samuel</i>	63	"	"	"	"	"
25611	<i>Trifolgar</i>	58	"	"	"	"	"
25612	<i>Amelberg</i>	132	"	"	10 May 1854	"	"
25613	<i>Theresa</i>	299	"	"	11 July 1854	Col: present	"
25614	<i>St. Pat</i>	144	"	"	9 May 1854	Col: present	"
25615	<i>Sobraon</i>	212	"	"	27 May 1855	"	"
25616	<i>Plymouth</i>	701	"	"	11 July 1855	"	12 A



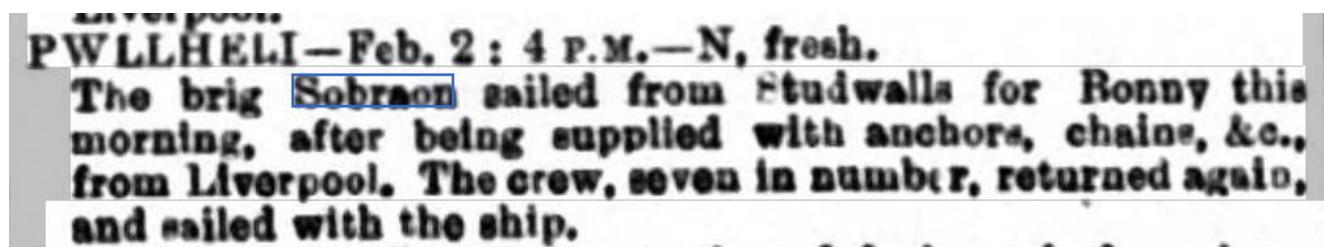
The *Sobraon* was allocated the official number 25615 (Fig. 3)

There is a handwritten annotation 'Lost' at the entry for the *Sobraon* with the words adv(ised) 16/1/66 (1866).

Note also the Date of Appropriation: 11 July 1855 with Registration dated 27<sup>th</sup> May 1855 – this is some 9 years after build year of 1846. Lloyds has the vessel listed in the Register from 1847 (Appendix B). At this period, unfortunately, ships official numbers are not shown in the register. It is possible that it was operating under a Canadian Registration until 1855. I have attempted to check this but have not found anything. The *Sobraon* is not listed in the Canada Archives.

- **The *Sobraon*** was built and rigged as a Brig. It was built of Tamarac wood with the planking Copper Bolted. The frames were Iron Bolted. Up to the water line the hull was sheathed in Copper on felt. One deck - secured with iron brackets. Two masts – square rigged with fixed bowsprit. 256 DWT / 213 NWT. Length 91ft 7ins, Breadth 21ft 1in, depth 13ft 7ins. In 1861 the deck fastenings were renewed. Further detail of the specification is at Appendix A.
- **Events leading up to the 'wreck' incident,**  
The *Sobraon* had sailed from Liverpool on 14<sup>th</sup> January 1860 bound for Bonny, Sierra Leone. The Master decided to take shelter in St Tudwal's Roads. But lost anchor(s) and chain there. The crew sojourned at Pwllheli or more likely at Abersoch, for over a fortnight, whilst replacement anchors and chains were sent from Liverpool. The *Sobraon* then sailed from St Tudwal's on the 2<sup>nd</sup> February (Fig 4).

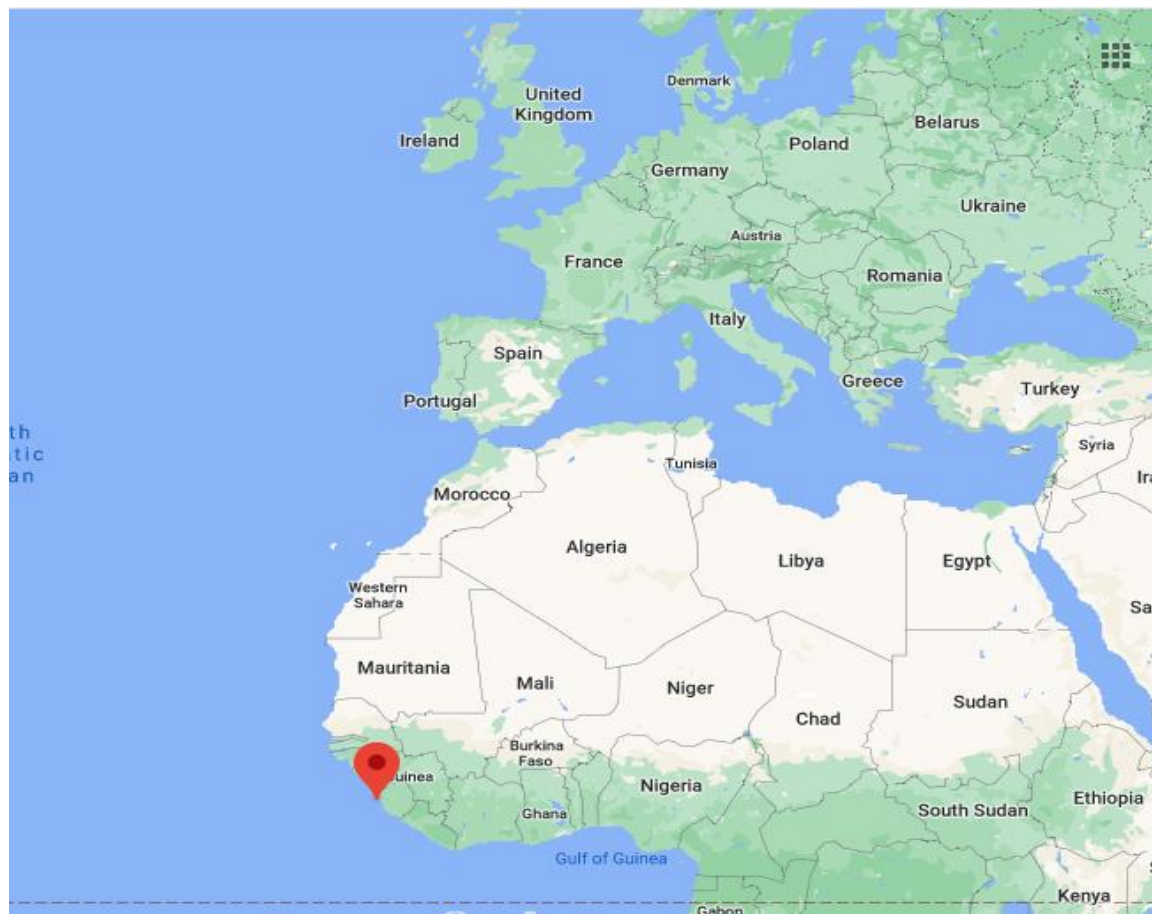
**Figure 4, Extract from the Shipping and Mercantile Gazette 3<sup>rd</sup> Feb 1860.**



- **The incident,**  
It would seem that the *Sobraon* was spotted by the Criccieth Lifeboat in St Tudwal's Roads and whilst at first thought might be aground then established that the ship was safe. This extract I believe relates to the *Sobraon* in St Tudwal's Roads awaiting replacement anchors etc. The *Sobraon* at this period was engaged in trading between Liverpool and Sierra Leone (Fig. 5) where the Tobin family as part of the Company of Africa Merchants had established plantations for Palm Oil which was in great demand in northern England both as a lubricant and an ingredient in soaps and pharmaceutical products.

NORTH WALES CHRONICLE 7<sup>th</sup> April 1860

'It is a singular circumstance, that six or seven weeks ago, this life-boat went out to render assistance to a vessel with the same name, bound from Liverpool to the coast of Africa, which had stranded on the same reef of rock, only farther to the seaward. But evening coming, and there being no lights on board-ship, they were unable to pick her up, and had to run for the night into Abersoch. Next morning, seeing no signals of distress, the crew of the life-boat returned to Criccieth.'

**Figure 5, Location of Sierra Leone.****Additional information:**

- **Builder's plans** none are available for the *Sobraon*. At this time ships were not built from plans but from Half-Models from which principle dimensions were scaled off. Also this period is prior to photography and no known paintings or artist drawings have been discovered.
- **The Site**, because this incident did not lead to an actual wrecking there are no on site remains or records of that nature.
- **The Builder** of the *Sobraon* was William Rennie a fine Master Shipwright in the Bathurst Yard in New Brunswick owned by the Cunard brothers (Fig. 6). Joseph Cunard was hugely influential in the area and built up a wide portfolio of businesses. For example; a sawmill machining 40,000 feet of timber per day. However he over-extended himself and went bankrupt. Meanwhile his brother had left Canada for Liverpool and set up a shipping company which won the contract for transporting the Mail between UK and USA which developed into the Cunard Line. Joseph Cunard subsequently also moved to Liverpool and set up a ship purchasing and selling agency: Cunard, Wilson & Co. with sale rooms at the Exchange, Liverpool. He was coincidentally, in due course, commissioned to offer for sale the *Sobraon* in 1862 (Fig. 7). I believe that this auction sale was not successful as the ownership seems to have remained subsequently with the Company of Africa Merchants, Liverpool, Principal Mr Tobin (and others) of the Tobin & Sons who had commissioned the sale.

## Figure 6, Joseph Cunard, Bathurst Yard, New Brunswick.

# Joseph Cunard

From Wikipedia, the free encyclopedia

**Joseph Cunard** (1799 – January 16, 1865) was a merchant, shipbuilder and political figure in **New Brunswick**. He represented Northumberland County in the Legislative Assembly of New Brunswick from 1828 to 1833.

Cunard seems to have been the only shipbuilder at Bathurst from 1841 to 1847. His draughtsman was **Gavin Rainnie**. While Cunard purchased in the 1820s several small properties in Bathurst, it does not appear that he made Bathurst the centre of his operations until well after the great 1825 Miramichi Fire, upon which he needed a new source of timber for his ships.<sup>[4]</sup> The Cunard shipyard was located on Main Street where the paper mill oil tanks used to be located.<sup>[3]</sup> He purchased, amongst many others, the Gould grant of 2,000ac which covers the area between Murray Avenue and Sutherland Avenue, and as far south as the South Bathurst parish graveyard.<sup>[3]</sup>

- 1839: *Jane* 300 DWT, *Susan* 300 DWT, *Caroline* 400 DWT
- 1840: *Trio* 194 DWT, *Henry* 400 DWT, *Larch* 344 DWT
- 1841: *Acapulco* 350 DWT, *Bathurst* 472 DWT, *Durango* 350 DWT, *Gloucester* 350 DWT, *Lima* 205 DWT
- 1842: *Irene* 321 DWT
- 1843: *Larch* 444 DWT
- 1845: *Louisa* 1043 DWT, *Ouzel Galley* 300 DWT
- 1846: *Sobraon* 256 DWT, *Hydaspes* 595 DWT, *Pakinham* 740 DWT, *Sutlej* 659 DWT
- 1847: *Essequibo* 342 DWT, *London* 692 DWT

Bathurst New Brunswick



Bathurst, New Brunswick.

**Figure 7, Advertisement for Auction Sale of the Sobraon.**

Shipping and Mercantile Gazette
More details



### SALKS BY AUCTION

... CUNABD. WILSON, and Co.\*« SALE-BOOM. SZCManOB, LIVERPOOL Unless prevlonsty disposed of by treaty', THE very desirable Brig **SOBRAON**, 213 tons : Mnatb, 9i 7-'0 feet» breadth, tt l. fecit depth, IS • »eet ; bolttof the eery beat wetl-eeaeoeed back, matac at ...

Published: Wednesday 30 July 1862  
 Newspaper: [Shipping and Mercantile Gazette](#)  
 County: London, England  
 Type: Article | Words: 2806 | Page: 1 | Tags: none


**At LIVERPOOL.**

**On THURSDAY, AUGUST 7, 1862, at Three o'Clock,**

**At CUNARD, WILSON, and Co.'s SALE-ROOM, EXCHANGE,**

**LIVERPOOL**

**(Unless previously disposed of by private treaty',**



**THE very desirable Brig **SOBRAON**, 212**

**tons register : — Length, 91 7-10 feet ; breadth, 21 1-0**

**feet ; depth, 13 7-11 feet ; built of the very best well-seasoned hack-**

**matac at Bathurst (N.B.) in 1846, by Mr. William Rennie, for**

**Messrs. Cunard and Co., and then classed A 1 six years ; is copier-**

**fastened and sheathed with yellow metal 24, 26, and 28 ounces ;**

**all her deck fasten ngs were renewed last year, and she is in very**

**good condition, having always been well taken care of. Lying in**

**the Queen's Dock. Apply to**

**CUNARD, WILSON, and Co., Brokers, Liverpool.**

- **The ownership** of the *Sobraon* changed several times, Initially ordered and owned and operated from 1846 to 1855 by Robert Boyd & Co., Donegal Quay. Belfast. From 1855 to 1858 by Sinclair & Boyd, Donegal Quay. Which company was a result of a merger between Robert Boyd and Messrs. J & T Sinclair (Fig. 8), Home port Belfast. The *Sobraon* was sold to Tobin & Son of Liverpool in 1858. Home port Liverpool. 1862 The *Sobraon* was offered for sale by Auctioneers Cunard, Wilson & Co. (Fig. 7) 1865 Vessel now in the ownership of the Company of Africa Merchants, Liverpool, (Mr Tobin and others). This ownership possibly following the sale in 1862.

**Figure 8, Extract from 'Sailing Ships of Ireland' by Ernest B Anderson**

THE BELFAST COLONIAL CLIPPERS 13

Probably the largest shipowners in Belfast at that period were Messrs. J. & T. Sinclair. They had a considerable fleet of vessels of all sizes and rigs and were engaged in world wide trading. The

- **Masters of the Sobraon,**  
 1846 to 1850 Captain Hetherington  
 1850 to 1853 Captain A Davis  
 1853 to 1858 Captain Hetherington  
 January 1860 Captain Smith  
 1860 Captain Morich  
 1864 Captain Hastings  
 April 1865 Captain Remke  
 May 1865 Captain Stafford
- **Crew,** generally the Sobraon had a Master, Mate and six crew. Did not carry passengers.
- **Repairs** etc.,  
 1853 small repairs – re-sheathed in Yellow Metal (Muntz Metal) 23, 26, 28 ounce on felt.  
 1861 Deck beam brackets replaced.
- **Incidents** reported during the vessel’s life,  
 During a return voyage from Liverpool to Sierra Leone in 1865 The Master Captain Stafford left the ship having arrived in Sierra Leone he ceased to command having declared it ‘rotten from stem to stern’ (Fig.10). The Mate Mr Finlay was of the same opinion and declared that he would not go to sea in her again unless she was repaired. He commanded for ten days then went down with Yellow Fever. Another crew was engaged and the old crew transferred to the *Gartsherrie* which was now under the command of Captain Stafford.

**Figure 9, Extract from Lloyds Register 1865/66 the *Gartsherrie*,**

(IRON)			Srpsnaa800						5,600	
40	Gartsherrie Bk	Stafford	319	100-0 26-6 15-3	Quebec	1858	Co of Africa	Liverp'l	Liv. Africa	7 A 1
+	r AYM.pt59pt63	pt I. B.		wa.59			Merchants			1,63
1	Gateshead Bk	D.Soutar	377	106-0 23-9 18-4	Nwcastl	1849	Mid.DkCo	Newcastl	Shl.Medit.	9 A 1

Mr Finlay, the Mate, made a successful claim for loss of wages whilst ill with Yellow Fever in Sierra Leone (Fig. 10).

The account includes the statements made by both the Master and Mate that the ship was ‘rotten from stem to stern’ and not seaworthy. Although a new crew was appointed it is possible that the Sobraon ended its days there.

I was unable to discover definitively the final demise of the Sobraon.

The record that a new crew was deployed in Sierra Leone in 1865 would imply that a return voyage to Liverpool was possibly undertaken.

**Figure 10, Account of court action by the Mate Mr Finlay.**

Shipping and Mercantile Gazette More details



**MERCHANTS, CAPTAINS, AND OTHERS. JOHN BEGG, LOCHNAGAR, BALMORAL, DISTILLER to bar MAJESTY and his Royal ..**

... Assessor.) Thu wm an action to recover damages for an alleged wrongful dlsmiauJ the plaintiff, who had been Mate of the vowel **Sobraon**. Mr. Littler was for the plaintiff, and Mr. Samuel] fur the defendant. It appeared that the plaintiff had engaged with the ...

Published: Friday 03 November 1865  
Newspaper: Shipping and Mercantile Gazette  
County: London, England

**LIVERPOOL COURT OF PASSAGE.****ALLEGED WRONGFUL DISMISSAL.—FINLAY V. TOBIN.****(Before Mr. E. James, Q.C., Assessor.)**

This was an action to recover damages for an alleged wrongful dismissal of the plaintiff, who had been Mate of the vessel **Sobraon**. Mr. Littler was for the plaintiff, and Mr. Samuell for the defendant.

It appeared that the plaintiff had engaged with the defendant for a voyage from Liverpool to Sierra Leone and back, and to remain in his service three years as Mate of the **Sobraon**. The defendant reserved to himself power to transfer the plaintiff to another vessel if he thought proper. The plaintiff went to Sierra Leone in the **Sabraon**, when Captain Hastings was Master, but on getting to Sierra Leone the latter ceased to command the vessel, having previously said that it was rotten from stem to stern. The plaintiff was of the same opinion, and said he would not go to sea in her unless she was repaired. After Captain Hastings left, the plaintiff commanded for 10 days, but was then attacked by yellow fever. In the meantime another Crew had been engaged, and the old Crew had been transferred to a vessel named the **Gartsherrie**. The plaintiff was taken to the hospital, and remained in Sierra Leone a hundred days before he could return to Liverpool, and he was then unable to obtain his wages. While at Sierra Leone he attempted to board the **Sobraon**, but the Chief Mate refused to allow him to go on board. He took proceedings before the magistrates, and obtained wages for the time he had served. He now sued the defendant for his loss of time, and the expense he had been put to in consequence of his dismissal.

It was stated by the counsel for the defence that the plaintiff had been requested by the Agent at Sierra Leone to transfer himself to the **Gartsherrie**; but, on the other hand, the plaintiff said he had only been told that he might go home as a passenger in that vessel. It was further alleged that the plaintiff had misconducted himself by stating that the ship was unseaworthy. The learned counsel added, that as the Agent was at Sierra Leone he could not call him, but had he been able to do so he could have considerably altered the aspect of the case.

The Assessor remarked, in summing up, that the plaintiff's evidence was uncontradicted, and that there was no evidence of misconduct on his part.

The jury found for the plaintiff, with damages 49*l*.



The extract at Fig. 11, below, records the finding of a name-board 'Sobraon' on the Dutch coast. Speculation might lead to the supposition that the vessel on passage from Sierra Leone to Liverpool foundered in the English Channel approaches and remarkably the name board drifted up to Holland.....

**Figure 11, Extract from the Shipping and Mercantile Gazette 5<sup>th</sup> Jan 1867.**

## Shipping and Mercantile Gazette - Saturday 05 January 1867

**AMSTERDAM—Jan. 3: A nameboard, with "Sobraon" in carved and gilded letters, has been found on the Banjaar<sup>1</sup>.**

There is one place called De Banjaard in the world.



## **7.0 Analysis**

Very little information was available on this vessel prior to starting this research.

The confusion that existed between the three database entries is sorted.

I have demonstrated that this vessel was not in fact wrecked so of the three entries one – the *Oberon* remains as a factual wreck as listed.

## **8.0 Conclusions & Recommendations**

I have probably spent about 35 hours on this research project – approx. half of which on-line.

Quite a few dead ends but I think I have put together the main parts of this vessel's story.

A couple of unanswered questions Viz. the *Sobraon's* ultimate fate and why it periodically disappeared from Lloyds register when it was clearly still in service.

I have established that it was not wrecked on the St Patrick's causeway and also that it was the mystery vessel previously thought to be one named *Oberon* MADU Ref 148 on unspecified day in February 1860.

There is no further work on this site and I do not believe there is any merit in further on-line research

## 9.0 References

[The Cambrian News and Merionethshire Standard Archive](#)– nothing on this ship.

[https://coflein.gov.uk/en/site/search/result?FREETEXT=Sobraon&SEARCH\\_MODE=SIMPLE\\_SEARCH](https://coflein.gov.uk/en/site/search/result?FREETEXT=Sobraon&SEARCH_MODE=SIMPLE_SEARCH)

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

<https://hec.lrfoundation.org.uk/archive-library/ships/search/everywhere:sobraon#search-sec>

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

[https://www.familysearch.org/wiki/en/New\\_Brunswick\\_Ships\\_and\\_Shipowners\\_\(National\\_Institute\)](https://www.familysearch.org/wiki/en/New_Brunswick_Ships_and_Shipowners_(National_Institute))

<https://www.albertcountymuseum.com/ship-building>

[http://collections.musee-mccord.qc.ca/scripts/printtour.php?tourID=GE\\_P1\\_4\\_EN&Lang=2](http://collections.musee-mccord.qc.ca/scripts/printtour.php?tourID=GE_P1_4_EN&Lang=2)

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

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

<http://www.ulsterancestry.com/free/ShowFreePage-85.html#gsc.tab=0>

<https://www.bloomfieldbelfast.co.uk/robert-boyd-1845-1869.php>

[https://www.cnrs-scrn.org/northern\\_mariner/vol17/tnm\\_17\\_4\\_1-22.pdf](https://www.cnrs-scrn.org/northern_mariner/vol17/tnm_17_4_1-22.pdf)

[https://www.cnrs-scrn.org/northern\\_mariner/vol10/tnm\\_10\\_3\\_15-48.pdf](https://www.cnrs-scrn.org/northern_mariner/vol10/tnm_10_3_15-48.pdf)

<http://collections.musee->

[mccord.qc.ca/scripts/printtour.php?tourID=GE\\_P1\\_4\\_EN&Lang=2](http://collections.musee-mccord.qc.ca/scripts/printtour.php?tourID=GE_P1_4_EN&Lang=2)

[https://en.wikipedia.org/wiki/Joseph\\_Cunard](https://en.wikipedia.org/wiki/Joseph_Cunard) - builder of the *Sobraon*.

<https://british-miniatures2.blogspot.com/2007/03/portrait-of-esther-watson-tobin.html>

<https://www.doogal.co.uk/LatLong.php> Great for finding a position from co-ordinates.

<https://www.wrecksite.eu/wreck-search.aspx>? No record of *Sobraon* wrecked anywhere.

Lloyds Registers

Coflein

Crew List Project,

Mercantile Navy List, Archive records.

Newspaper Archives, Library of Wales, National Archive

Shipping and Mercantile Gazette Archives

Crew List, Clip Files.

Ivor Wynne Jones 'Shipwrecks of North Wales' Ed 3 1986

Henry Parry 'Wreck and Rescue on the Coast of Wales'

'Sailing Ships of Ireland' by Ernest B Anderson

Lewis Lloyd

Larn & Larn

**Appendix A - Specification for the *SV Sobraon*.**

Vessel	Name/s	Sobraon	
	Type	Brig (Sail)	
		Cargo	
Built	Date	Laid down 1845	
		Launched 1846	
		Commissioned 1846	
	Builder	William Rennie at Joseph Cunard Yard	
		Bathurst, New Brunswick, Canada	
Construction	Materials	Tamarac Wood, Planking copper (Muntz) bolted. Frames Iron Bolted. Initial sheathing to waterline with copper on felt. Later re-sheathed using Yellow Metal (Muntz) 23, 26 & 28 ounce on felt.	
	Decks	One. Iron fastenings.	
	Bulkheads	Not known	
Propulsion	Type	Sail	
	Details	Two main masts, Square Rigged	
Engine	Details	None	
Dimensions	Length	91 ft	7 ins
	Beam	21 ft	1 ins
	Draught	13 ft	7 ins
Tonnage	Gross	256	
	Net	213	
Owner	First	Robert Boyd & Co.	
		Donegal Quay. Belfast	
	Last	Sinclair & Boyd	
		Donegal Quay, Belfast.	
	Others	Tobin & Sons, Liverpool.	
Registry	Port	Liverpool	
	Flag	UK	
	Number	25615	
History	Routes	Belfast / West Indies	
		West Africa / Liverpool	
	Cargo	Sugar, Rum / Palm Oil	
Voyage	From	Liverpool/Pwllheli	
	To	Sierra Leone, West Africa.	
	Captain	Captain Smith	
	Crew	Master, Mate plus six	
	Passengers	None	
	Cargo	Goods and cloth	
Wrecking	Date	24 January 1860	
	Location	Not wrecked, sighting - St Patricks Causeway, Cardigan Bay.	
	Cause	Awaiting replacement anchors and chains	
	Loss of life	None	
	Outcome	Sailed away	

### Appendix B – Lloyd’s Registers entries for the *Sobraon*

1847

No.	Ships.	Masters.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
			Tons.	Where. When.				No. Years first assigned.	Character for Hull & Stores.
8	<i>Sobraon</i> Bg r.&C.47	Hthringtn	213	N Brns Tam.	1846 Boyd&C.	Belfast	Bel.Barbads	6	A 1
9	S YM.&ptr.46	J. Nicol	342	Dmbrt 379	1846 Kelso&C.	Liverp'l	Cly. China	12	A 1
470	<i>Socrates</i> Bk	Randall	419	N Brns	1843 Heap&Sn	Liverp'l	Liv.Calcutta	5	A 1

1848

490	<i>Sobraon</i> Bg r.&C.47	Hthringtn	213	N Brns Tam.	1846 Boyd&Co	Belfast	BelBarbads	6	A 1
1	S YM.&ptr.46	J. Nicol	342	Dmbrt 379	1846 Kelso&C.	Liverp'l	Cly. China	12	A 1
2	S r.&YM.47	Wilson Rodger	1025	Quebc O.E & Hk	1846 Neill&Co Fitzsimons	Belfast	Liv.Quebec Liv.Dombay	6	A 1
470	<i>Socrates</i> Bk	Randall	419	N Brns	1843 Heap & S	Liverp'l	Liv.Calcutt	5	A 1

1849

490	<i>Sobraon</i> Bg r.&C.47	Hthringtn	213	N Brns Tam.	1846 Boyd&Co	Belfast	BelBarbads	6	A 1
1	S YM.&ptr.46	J. Nicol	342	Dmbrt 379	1846 Kelso&C.	Liverp'l	Cly. China	12	A 1
2	S	Wilson	1025	Quebc	1846 Neill&Co	Belfast	Liv.Quebec	6	A 1

1850

8	<i>Snowdon</i> Las- sie Sr I.B.	Edwards	73	Crrnrvn O.T.Lh B&P	1846 Davies&C	Carnrvn	BmsCoaster	5	A 1
9	<i>Snowdrop</i> Sr	J. Lelean	117	Mvgsty	1833 Lelean&c				47
480	<i>Sobraon</i> Bg r.&C.49	A. Davis	213	N Brns Tam.	1846 Boyd&Co	Belfast	Bel.Barbds.	6	A 1
1	S YM.49	J. Nicoll	342	Dmbrt 379	1846 Kelso&C.	Liverp'l	Lon.	12	A 1

1851

8	<i>Snowdon</i> Las- sie Sr I.B.	Edwards	73	Crrnrvn O.T.Lh B&P	1846 Davies&C	Carnrvn	Bms. Coastr		49
9	<i>Snowdrop</i> Sr	J. Lelean	117	Mvgsty	1833 Lelean&c.	Fowey	Liv. Coaster	10	A 1
450	<i>Sobraon</i> Bg r.&C.49	A. Davis	213	N Brns Tam.	1846 Boyd&Co	Belfast	Bel. Barbds	6	A 1

1852

451	Snowdrop Sr	Adamson	112	Sndrlnd	1851	Adamson	Sndrlnd	Sld.London	8 A 1
	pt L.B.								51
2	—	J. Lelean	117	Mvgysy	1839	Lelean & C			50
			104						49
3	Sobraon Bg	A. Davis	213	N Brns	1846	Boyd & Co	Belfast	Bel. Barbds.	6 A 1
	r. & C. 49			Tam.					49
4	—	J. Nicoll	342	Dmbrrt	1846	Kelso & C.	Liverp'l	Liv.	12 A 1
	YM 49		379						1

1853

8	Snowdon Las-	Edwards	73	Crrrvn	1846	Davies & c	Carrvrvn	BmsCoaster	5 A 1
	pt I. B.			O.T.Lh		B & P			52
9	Snowdrop Sr	Adamson	112	Sndrlnd	1851	Adamson	Sndrlnd	Sld. London	8 A 1
	pt I. B.								51
440	Sobraon Bg	Hthringtn	213	N Brns	1846	Sinclair &	Belfast	Bel. W. Inds	6 A 1
	r. & YM. 52			Tam. Sr	prs 52			S. S. 52-5	2 52
1	—	J. Nicoll	342	Dmbrrt	1846	Kelso & Co	Liverpl	Liv.	12 A 1
	YM. 49		379						52

Some Repairs copper sheathing replaced with Yellow Metal.

1854 not listed

1855

6	—	Fleming	438	Sndrlnd	1854	J. Alcock	Sndrlnd	Ply. Medit.	8 A 1
	pt I. B.								51
	r. & YM. 54		457	Drp. 54					54
7	—	G Newton	86	Nwcstl	1838	Lunn & Co	Nwcstle	NwcCoaster	6 A 1
	L.B.			O. & RP	nb. 47	lrp. 51			54
8	Sobraon Bg	Hthringtn	213	N Brns	1846	Sinclair &	Belfast	Bel. W. Inds	6 A 1
	r. & YM. 52			Tam. Sr	prs 52			S. S. 52-5	C. 2 52
9	—	P Griffiths	342	Dmbrrt	1846	H Schwbe	Liverp'l	Liv. Califrn.	12 A 1
	r. & YM. 53		379						53
500	Socrates Rk	I. Sunple	419	N Brns	1848	Hean & Co			

1856 and 1857 not listed

1858

5	Snowdrop Sr	Adamson	112	Sndrlnd	1851	Adamson	Sndrlnd	Sld. Coaster	8 A 1
	I. B.			O.T.Lh		B. & P.			51
	pt I. B.			Srprs	55				55
6	—	J. Cottew	396	Sndrlnd	1854	R Crawford	Shields	Shl. Medit.	8 A 1
	r & YM. 54			Drp. 54					57
7	Sobraon Bg		213	N Brns	1846	Tobin & S.			
									55
8	Soho Sr	J. Furwater	48	Garmh	1853	P. Murray	Ports'y	Bnf. Coaster	6
	I. B.			LhE. & O.					53
49	Solent S	M. Brooks	732	Cowes	1857	J Shenhrd	London	Lon.	13 A 1

1859

1	Sobraon Bg		213	N Brns	1846	Tobin & S			55
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1860 on - not listed

## Appendix C – Extract from Mercantile Navy Lists 1857 to 1885

1858

Sno to Sop	
Off. No.	Name of Vessel and Port.
13016	Snowdrop, Fowey
17657	Snowdrop, Newcastle
7338	Snowdrop, Shields
2910	Snowdrop, Sunderland
17909	Snowfleck, Aberdeen
25615	Sobraon, Liverpool
10922	Sobriety, Ramsgate

1859 – not listed

Mercantile Navy List, 1860, page 588

Year	1860	GO	▶
17909	Snowfleck, Aberdeen		
25615	Sobraon, Liverpool		
10922	Sobriety, Ramsgate		

1861 – not listed

**Appendix D – Time Line for the *Sobraon*.**

1846	Built at New Brunswick, Canada. For Robert Boyd & Co. Belfast.
1847	First recorded in Lloyds Register. Condition rating A1. Voyaging Liverpool to West Indies and Barbados.
1853	Small repairs – re-sheathed in Yellow Metal (Muntz Metal) 23, 26, 28 ounce on felt.
1855	Appropriation 11 July 1855 Registration 27 <sup>th</sup> May. Official number 25615. Condition rating reduced to AE
1855 to 1858	Owners Sinclair & Boyd, Donegal Quay. Belfast.
1858 on	Sold to Tobin & Son, Liverpool. Voyaging Liverpool to Sierra Leone, West Africa. Condition rating not given in Lloyds Register entries.
1861	Deck fastenings replaced
1862	Offered for sale: Auctioneers Cunard, Wilson & Co. Liverpool.
1865	Now in the ownership of the Company of Africa Merchants, Liverpool, (Mr Tobin and others). This ownership possibly following the sale in 1862.
1866	Note on Appropriation record for <i>Sobraon</i> 'Lost'.
1867	Jan 3 <sup>rd</sup> : A name-board, with 'Sobraon' in carved and gilded letters, has been found on the Banjaard. Netherland.



## Appendix E – Extracts from the Shipping and Mercantile Gazette.

### Shipping and Mercantile Gazette

[More details](#)

Saturday 14<sup>th</sup> January 1860

**Sobraon** Smith, Bonny  
Chalen. Rns Auras

Friday 3<sup>rd</sup> February 1860

**PWLLHELI**—Feb. 2 : 4 P.M.—N, fresh.  
The brig **Sobraon** sailed from Studwalls for Bonny this morning, after being supplied with anchors, chains, &c., from Liverpool. The crew, seven in number, returned again, and sailed with the ship.

Monday 24<sup>th</sup> September 1860, Returned to Liverpool from Bonny under Captain Morich


**Sobraon**, Morich, Bonny

Wednesday 30<sup>th</sup> July 1862. To be sold at Auction 7<sup>th</sup> August 1862, Liverpool.

**At LIVERPOOL.**

**On THURSDAY, AUGUST 7, 1862, at Three o'Clock,**  
**At CUNARD, WILSON, and Co.'s SALE-ROOM, EXCHANGE,**  
**LIVERPOOL**

(Unless previously disposed of by private treaty',

 **THE very desirable Brig **SOBRAON**, 212**  
tons register : — Length, 91 7-10 feet; breadth, 21 1-0  
feet; depth, 13 7-11 feet; built of the very best well-seasoned hack-  
matac at Bathurst (N.B.) in 1816, by Mr. William Rennie, for  
Messrs. Cunard and Co., and then classed A 1 six years; is copper-  
fastened and sheathed with yellow metal 24, 26, and 28 ounces;  
all her deck fastenings were renewed last year, and she is in very  
good condition, having always been well taken care of. Lying in  
the Queen's Dock. Apply to  
**CUNARD, WILSON, and Co., Brokers, Liverpool.**

Siting of the Sobraon



**THE SHIPPING AND MERCANTILE GAZETTE, FKIDAY, DECEMBER 5. 1862**

... Bay for Marseilles, Oct. 22, lat. 31 long. 45 Jamaica barque, of Liverpool, steering SW, Nrv. 19, lat. 41 N, long. 1150 W. **Sobraon**, Russian brig, steering SW, Nov. 19, 15 t. 44 50 N, long. 50 NY. Report ok Captain Hatnswortii, of the Conqueror, of and for ...

Published: Friday 05 December 1862  
 Newspaper: [Shipping and Mercantile Gazette](#)  
 County: London, England

**Sobraon**, Russian brig, steering SW, Nov. 19, lat. 44 50 N, long. 14 50 W.

Shipping and Mercantile Gazette More details



**MERCHANTS, CAPTAINS, AND OTHERS. JOHN BEGG, LOCHNAGAR, BALMORAL, DISTILLER to bar MAJESTY and his Royal ..**

... Assessor.) Thu wm an action to recover damages for an alleged wrongful dlsmiauJ the plaintiff, who had been Mate of the vowel **Sobraon**. Mr. Littler was for the plaintiff, and Mr. Samuel] fur the defendant. It appeared that the plaintiff had engaged with the ...

Published: Friday 03 November 1865  
 Newspaper: [Shipping and Mercantile Gazette](#)  
 County: London, England

Wednesday 5<sup>th</sup> April 1865

S. **LIVERPOOL.**  
*Arrived [April 4] from*  
**James Evans, Matamoras**  
**William, Evans**  
**Nora, Buchan, Mostaganem**  
*Sailed [April 3] for*  
**Sobraon, Remke, Srra Leone**  
**Normand, Delagunde(4)do**  
**Rena, Hilbers, Dantzic**  
**Beatrice**

# Shipping and Mercantile Gazette - Monday 03 April 1865

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BROKERS.	DESTINATION.	VESSEL.	CAPTAIN.	BROKERS.
		ALICE, Torsing	Sales, M...	
<b>Sierra Leone &amp; Sherbro</b>				
<b>Sobraon, Renkes, Co. of African Merchants</b>				

# Shipping and Mercantile Gazette - Saturday 10 June 1865

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Port, Johnstone (9) Berwick	Nieuwe Diep	SIERRA LEONE
Sailed [June 8] for	Louisa, Brandt, Antwerp	In port
rma Donna, Watson	Chryseis, Hedley, Amsterdm	Mercury
Barcelona	Warrior Queen, Demerara	Sobraon



Published: Saturday 10 June 1865

Newspaper: [Shipping and Mercantile Gazette](#)

County: London, England

**SIERRA LEONE.**  
*Arrived [April 30] from*  
**Ethiope (s s), Liverpool, &c**  
**and left May 15 for the**  
**leeward**

**Emma Goodwin, Hore**  
**& sailed May 3 for Sherbro**  
**Mercury, Brooking**  
**(May 8) Cape Palmas**  
**Thomas Bayley, Irvine**  
**(10) Clyde, and sailed 15th**  
**for Lagos, &c**  
**Clemence & Eugenie, Lecarge**  
**(12) Swansea**  
**Merchant Packet, Liverpool**  
**Sobraon, Stafford (13) do**  
**Norman, Aude (15) do**

**MERCANTILE GA**  
pool | **Sobraon, Stafford** (June 1) | C  
Liberia | H  
FERNANDO DA

## Shipping and Mercantile Gazette - Saturday 05 January 1867

**AMSTERDAM—Jan. 3: A nameboard, with "Sobraon"  
in carved and gilded letters, has been found on the  
Banjaar<sup>t</sup>.**