

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the
Koh-I-Noor**



Landing stage at Aberdyfi, ca. 1885, home port of the Koh-I-Noor. Photo by John Thomas courtesy of The National Library of Wales

Report Title:

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Koh-I-Noor**

Compiled by:

Ray Dickinson
rjdickinson@yahoo.com

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

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1.0 Abstract

The famous Koh-I-Noor diamond went on display in London in 1851, but was ordered to be recut a year later by Prince Albert to improve its appearance. In 1853 the more modest sailing Smack Koh-I-Noor was built in Aberdovey and then 're-cut', lengthened, a year later into a Ketch rigged schooner for the more practical purpose of serving as a Coaster. This she did for 37 years until she struck the outer end of St Patricks Causeway in 1890 and sank.

This project has researched the history of the coaster Koh-I-Noor and whether further follow-up should be considered. The Koh-I-Noor was a small working vessel typical of its time. Fortunately all the crew were saved at the time of her sinking, having had time to lower the ships boat to rescue themselves. Being a wooden vessel, in ballast on her final voyage, it is unlikely that much of interest or even recognisable remains on the sea bed. Therefore no further action is recommended.

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2.4 Contributors

This project was initiated and enabled by MADU.

Thanks to Ian Cundy and Sue Barker for providing the initial information and templates to start this project.

2.5 Abbreviations

Abbreviations used in this report.

MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
RNLI	Royal National Lifeboat Institution
URL	Uniform Resource Locator

Also of note the location name Aberdyfi (Welsh) and Aberdovey (English) spelling are used interchangeably through the report, following the spelling used in source material.

3.0 Introduction

The Koh-I-Noor was listed as one of the wrecks to be investigated in the Welsh Wreck Web Research Project. This ship was selected from the list simply for sharing the same name as a yacht in the owners home marina.

The research had three objectives:

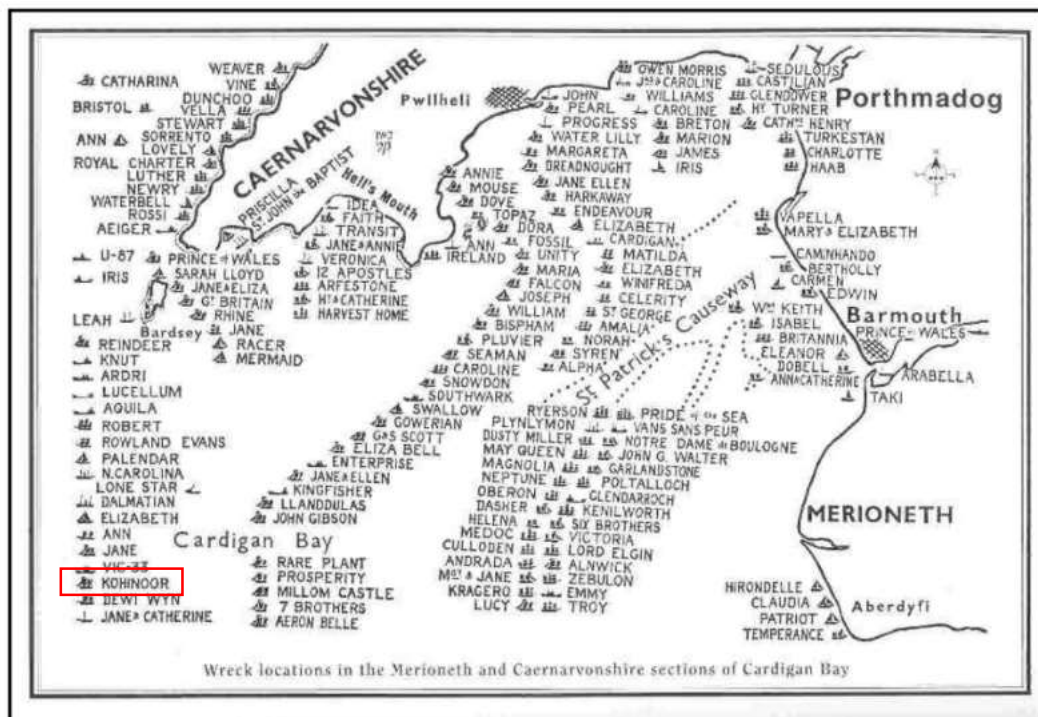
- To learn some of the history of the ship during her working life and the events around her wrecking.
- To assess whether the wreck would have interest as a dive site or for historic preservation.
- To help develop the research skills of the author.

4.0 Background

Initial information from the Welsh Wreck Web Research Project database of Shipwrecks of North Cardigan Bay compiled by Sue Barker, referenced from R Larn and Chris Holden is tabled below.

MADU Ref. No.	283
Date Wrecked	12/04/1890
Name	Koh-i-noor
Location 1	Cardiganshire
Location 2	Cardigan Bay, nr St Patrick's Causeway
Details	sank
Vessel Type	Schooner
Matsl	wood
Ref.	rl, ch
L	?
B	4.41m
D	2.43m
Net Ton	53
Year Built	1852
MADU No.	283

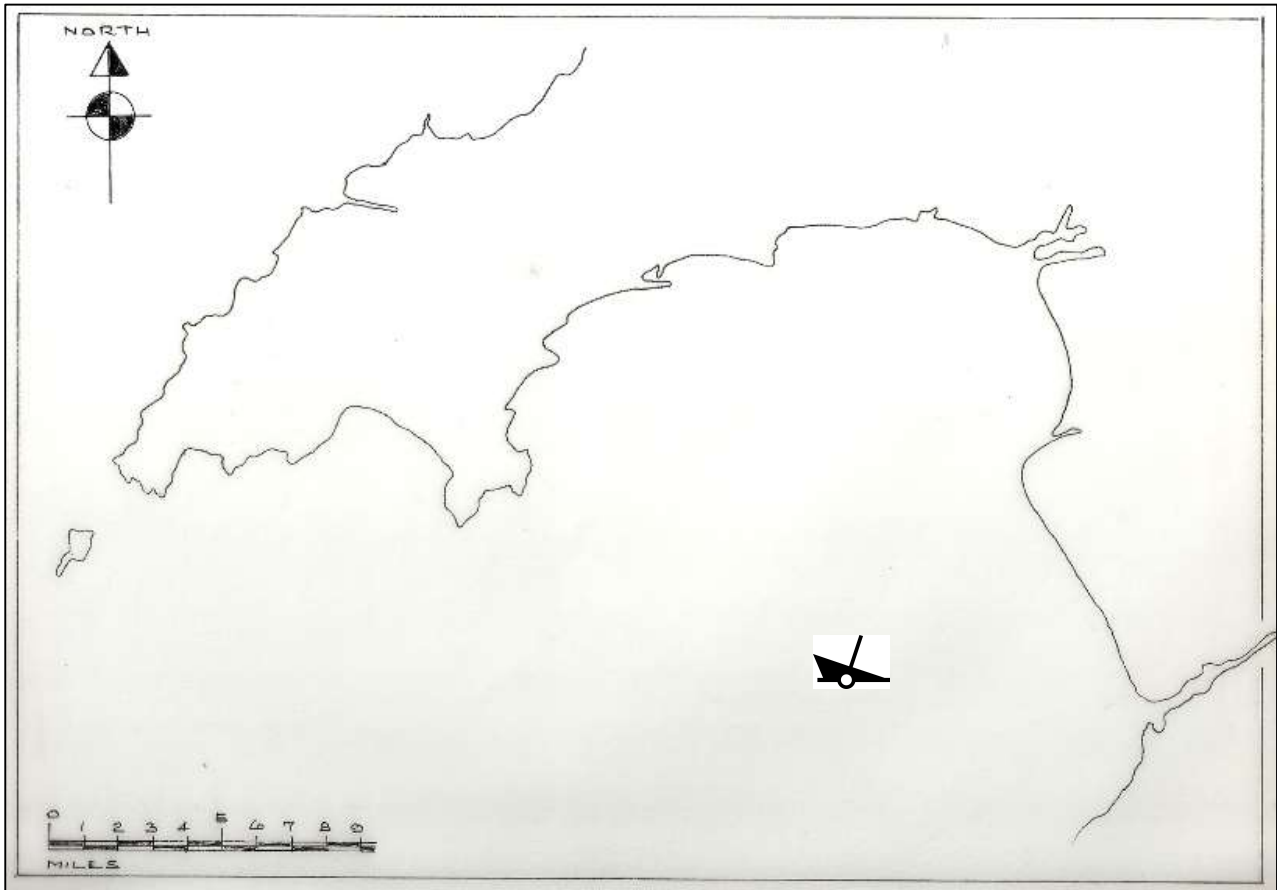
The Koh-I-Noor was also shown on a map from Shipwrecks of North Wales by Ivor Wynne Jones shown below.



The above map is taken from "Shipwrecks of North Wales" by Ivor Wynne Jones, and shows around 38% of the wrecks on MADU's database.

A subsequent update from the Welsh Wreck Web Research Project, referencing Ivor Wynne Jones, listed the home port as Aberdyfi.

Further sources researched in this project confirm the Koh-I-Noor wrecked on the outer end of St Patrick's Causeway, also known as Sarn Badrig, as shown below. Map courtesy of MADU.



5.0 Research Methodology

All research was performed online due to movement restrictions due to an ongoing pandemic.

This was done using a laptop running Windows 10 and using Google search as the primary search engine and a list of URL sources recommended by MADU. A list of which is given in section 9 references, both those which contained information included in this report and those which were checked but no information was found to support this report. The report was compiled in Microsoft Word, tables generated in Microsoft Excel and images edited in Microsoft Powerpoint.

One observation was that all the sources checked were robust to the use of hyphens. That is to say that all information found was located by searching for "Koh-I-Noor" and no additional information was found by searching for "KohINoor" or any other derivatives.

All sources used were free to use with the exception of the British Newspaper Archive which was kindly accessed using the NAS account.

6.0 Results

The initial information provided for this project, given in section 4, was largely confirmed by the sources researched with two minor differences. Year of build from Lloyds Register is 1853 rather than 1852. And the date of sinking was 13 April 1890 rather than 12 April 1890 based on local newspaper and RNLI reports.

Further it may be noted that the initial information provided with regards to size and sail plan refers to the ship as she was at the time of sinking. As built she was a smaller vessel and modified to lengthen her and change her sail plan in 1854.

Vessel	Name/s	Koh-I-Noor		
	Type	Smack		
		Cargo Vessel		
Built	Date	1853		
		Lengthened in 1854 and converted to a Ketch rigged Schooner		
	Builder	R Lewis		
		Aberdovey		
Construction	Materials	Wood, Iron Bolts		
Propulsion	Type	Sail		
Engine	Details	n/a		
Dimensions*	Length	unknown	ins	m
(lengthened to)	Beam	14ft 6	ins	m
	Draught	8ft 0	ins	m
Tonnage		43 as built in 1853		
		56 after lengthening in 1854, later reduced to 53		
Owner	First	Joel & Co., 1853-1858		
	Last	Griffith Edwards, 1882-1890 Tanywed, Barmouth, Merioneth		
	Others	R Edwards, Aberdovey, Merioneth, 1859-1875 Evan Jones, Aberdovey, Merioneth, 1876-1881		
Registry	Port	Aberdovey		
	Flag	British		
	Number	13068		
History	Routes	Aberdovey, Gloucester and Liverpool Coaster		
Final Voyage	From	Wexford		
	To	Aberdovey		
	Captain	G Edwards		
	Crew	2		
	Passengers	none		
	Cargo	in ballast		
Wrecking	Date	13 April 1890		
	Location	St Patricks Causeway outer end, aka Sarn Badrig		
	Cause	Struck reef, St Patricks Causeway outer end in rough seas		
	Loss of life	None, all three on board, captain and crew saved		
	Outcome	Total Loss		

Following is a list of major changes for the Koh-I-Noor from Lloyd's Register. A fuller list of Lloyd's Register entries is given in Appendix A.

Lloyds Register 1853, first entry. Destined as an Aberystwyth coaster

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification	
				Where.	When.				No. Years from original.	Class for Hull &c.
76	Knut Bonde Bg YM.52	J Lindb'rg	191	G'tnbg F&O.	1852	Corin&Co	Gotnbg	Sld. Medit.	5	A 1
7	Koh-i-noor Bk YM.53		303	Pwllhli	1852	Muir&Co.	Liverp'l	Liv.	12	A 1
8	— Bk J. Bridie YM.&ptr.52ove rpt L.B.		368	Perth 402	1852	J. Brown	Dundee	Dun. Austral	9	A 1
9	— S R. Inglis YM.&ptr.50c.f.		697	Liv'p'l	1850	C. Moore	Liverp'l	Lon. Pt. Phil	13	A 1
80	— Sk R. Joel L.B.		43	Abdvy	1853	Joel&Co.	Abdvy	Abs Coaster	8	A 1
1	— Bk E. Keith		314	N. Sea	1850	Stewart & Co.	Glasg'w	Cly. Harb'g	4	A 1

Lloyds Register 1854. Ships home port moved to Aberystwyth. Ship has been lengthened to 54', increasing size from 43 to 56 tons, converting her from a Smack to a Ketch. Destined now as a Gloucester coaster.

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification	
				Where.	When.				No. Years from original.	Class for Hull &c.
76	Kitty Bk W. Naughton & YM. Moverp'l. B.		380	Sndrid 420	1850	Brooks&c	Newcastl	Cly. Vipro	8	A 1
7	— Cordes S YM.54		840	St. Jhn H&P & B. Dep. 51	1849	Wright&c	St. John	Liv.	6	A 1
8	Klazina Maria H. Dowes G Z. 491 B.		135	Holland	1849	De Boer	Amster	Sbl. Brazil	6	A 1
9	Knight Bk Bradshaw YM.53		391	Sndrid 450	1852	J. Brooks	Newcastle	Liv.	8	A 1
80	Knut Bonde Bg YM.52	J Lindb'rg	191	G'tnbg F&O.	1852	Corin&Co	Gotnbg	Sld. Medit.	5	A 1
1	Koh-i-noor Bk YM.52		303	Pwllhli	1852	Muir&Co.	Liverp'l	Liv.	12	A 1
2	— S Bennett YM.53c.f.		697	Liv'p'l	1850	C. Moore	Liverp'l	Lon. Pt. Phil	13	A 1
3	— Bk J. Bridie YM.&ptr.52ove rpt L.B.		368	Perth 402	1852	J. Brown	Dundee	Dun Austral	9	A 1
4	— K R. Joel L.B.		56	Abdvy Jes. 54	1853	Joel&Co.	Abryst	Glr. Coaster	8	A 1
1	— Bk E. Keith		314	N. Sea	1850	Stewart & Co.	Glasg'w	Cly. Harb'g	4	A 1

Lloyds Register 1859. New owner R Edw(a)rds and Master W. Parry. Destined back to an Aberystwyth coaster. Registration changed to a schooner.

Lloyds Register 1861. Changed destination to Liverpool coaster with new master J. Lewis.

Lloyds Register 1865. Destination changed back to Aberystwyth coaster.

Lloyds Register 1866. Ships condition marked down from A1 to AE1, possibly changed in '65 but classification column is missing from the scanned copy of the register.

Surveyed in Falmouth in 1872

Surveyed in Aberystwyth in 1876

Lloyds Register 1880, E Jones owner and master.

Ship changed ownership from R Edwards to G Edwards in 1882

Lloyds Register 1889, final entry

257	Br Wood	53	14.6	8.0	Aberdovey	1853	G. Edwards	Abrystw	Fal.	9	A 1
18068	G. Edwards	-82	89		len54			Rest. Aba.	76-	7	2,89
LFMD	IB Salted	69						SS Pmd	83-67		

The following articles report on the loss of the Koh-I-Noor on striking St Patrick's Causeway on the 13th April 1890.

From the South Wales Daily News, Wednesday 16 April 1890.

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000919/18900416/140/0008>

The schooner Kohinoor of Aberystwyth, for Aberdovey, in ballast, sank near Barmouth on Sunday in deep water. Crew saved. Which would date the sinking to Sunday 13th April 1890.

South Wales Daily News - Wednesday 16 April 1890

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Tuesday last. On first
ame figures ruled as
etal keeping steady at
was rather weak at
iness was very quiet,
quotations declined,
ectively. On Thurs-
e at £47 15s to £47
ly quoted at £48. A
Friday, the market
mpt was quoted at
Yesterday a slight
price of spot metal,
the close of the first
mpt had advanced to

LLIGENCE.

DE TABLE.

NEWPORT						
Hgt.	Mor.	Evn.	Hgt.			
26	0	2	3	2	54	27 10
27	7	3	40	4	16	29 11
29	3	4	49	5	19	32 6

WRECKS AND CASUALTIES.

[SPECIAL TELEGRAMS FROM LLOYD'S AGENTS]

The barque Mirzapore, of Liverpool, in ballast, broke her tow rope and went ashore at Greenhithe, river Thames, but was expected to float next tide.

The barque Cathaya, from Cardiff for Santos, is detained in Penarth Roads, damaged about her bows, through collision with the ship Star of Italy.

The schooner Kohinoor, of Aberystwyth, for Aberdovey, in ballast, sank near Barmouth on Sunday in deep water. Crew saved.

An attempt to float the steamer Perim, ashore at Kertch, on Saturday, failed owing to the weather. The vessel is still tight and shows no signs of straining.

The Plymothian, previously reported, has arrived at Malta with her low pressure piston broken.

The French steamer Ville de Tanger has returned to Gibraltar with her machinery broken down.

The British ship Ellenbank, of Newcastle, from Australia for Valparaiso, has arrived at Sydney with her master sick.

A Galle telegram states that the Clan Maclean's temporary repairs are completed, and that she will probably leave on the 17th for Bombay.

The British barque Ada, from Rettimo for London, has arrived at Lisbon leaky, having lost her mainmast and mizenmast.

The German barque J. H. Ramien, from Marseilles for Hamburg, has arrived at Lisbon leaky.

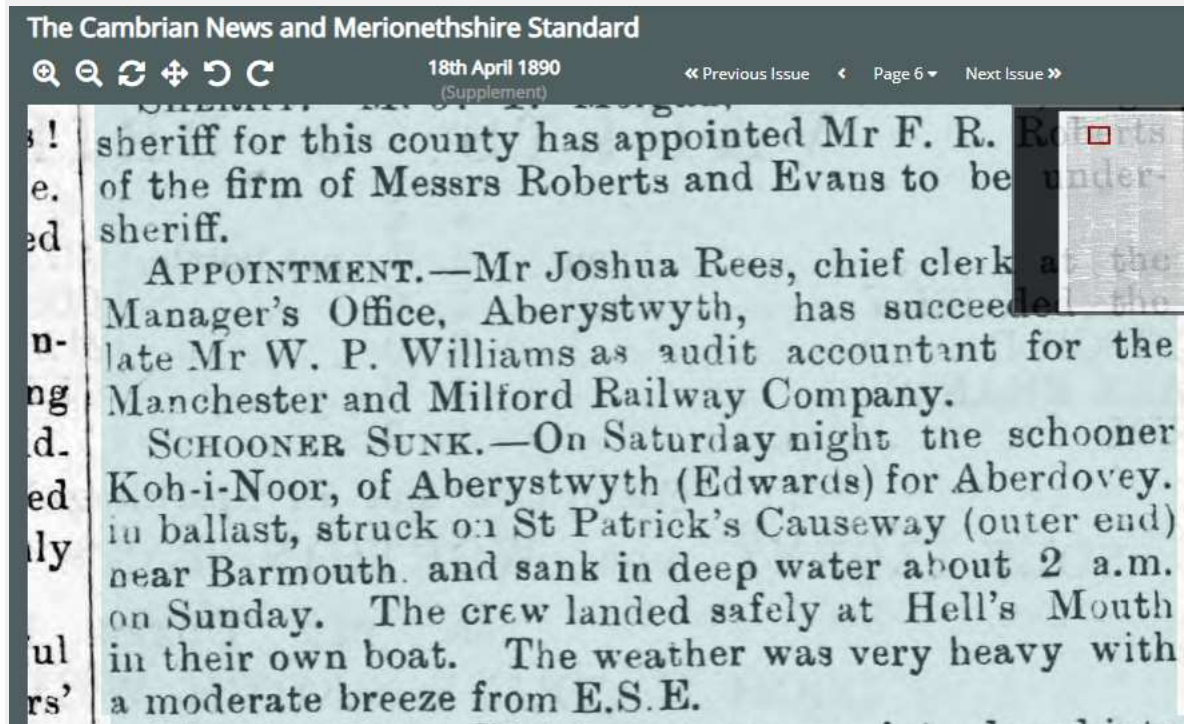
A Wyborg telegram states that navigation is opened.

Falmouth, Alberta, 8
Kilmore, Samuel Dix
Cork, Petrel, 206 coal
New Ross, Denis Car
Liverpool, William B
Bideford, Ann, 57 coa
Ballycotton, Bed, 170
Charlestown, Catheri
CUE
Gibraltar, Ebbw Vale
Cape Verdes, Saranal
IMP
Bilbao, Isle of Iona s
Hennebont, Paul, F.
wood Co
Bilbao, Rapid ss, B. I
Obson, Camille, F, 10
wood Co
Par, John Hedley, B,
London, Zingra, B, r
Plymouth, Naiad, B,
Bristol, Welsh Prince

NEATH AN
ARRIVAL, April 15
ballast.
SAILINGS, April 1
April 15 - Auric ss, B
BRIT

Reported in the Cambrian News and Merionethshire Standard on 18 April 1890.

<https://newspapers.library.wales/view/3311914/3311920/47/>

**From RNLI Summary of the Meetings of the Committee**

Date: November 1890 Volume: 14 Issue: 158 THURSDAY, 12th June, 1890.

<https://lifeboatmagazinearchive.rnli.org/volume/14/158/summary-of-the-meetings-of-the-committee?searchterm=kohinoor&OrderBy=date-old&YearFrom=1890&YearTo=1890&page=1>

"Also 10s. to two men for saving a boat containing the crew, three in number, of the wrecked schooner, **Kohinoor**, at Cilan Head, Carnarvonshire, during a moderate S. breeze and a rough sea on the 13th April."

From Coflein

<https://coflein.gov.uk/en/site/272478?term=koh-i-noor>

NPRN	272478
Map Reference	SH41NE
Grid Reference	SH4933918559
Unitary (Local) Authority	Maritime
Old County	Maritime
Type Of Site	WRECK
Period	Post Medieval

Description

This record comprises a documentary reference to a shipping casualty which has been assigned to the maritime named location SARN BADRIG pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The KOH-I-NOOR was a wooden schooner built by Lewis at Aberdyfi in 1852. Technical and configuration specifications are given as 53nt; ? length x14ft 6in breadth x 8ft depth. At time of loss on 12 April 1890, the vessel was owned by G Edwards of Barmouth (also the master) and registered at Aberystwyth. The schooner had been on passage from Wexford to Aberdyfi, but stranded to become a total loss near Sarn Badrig.

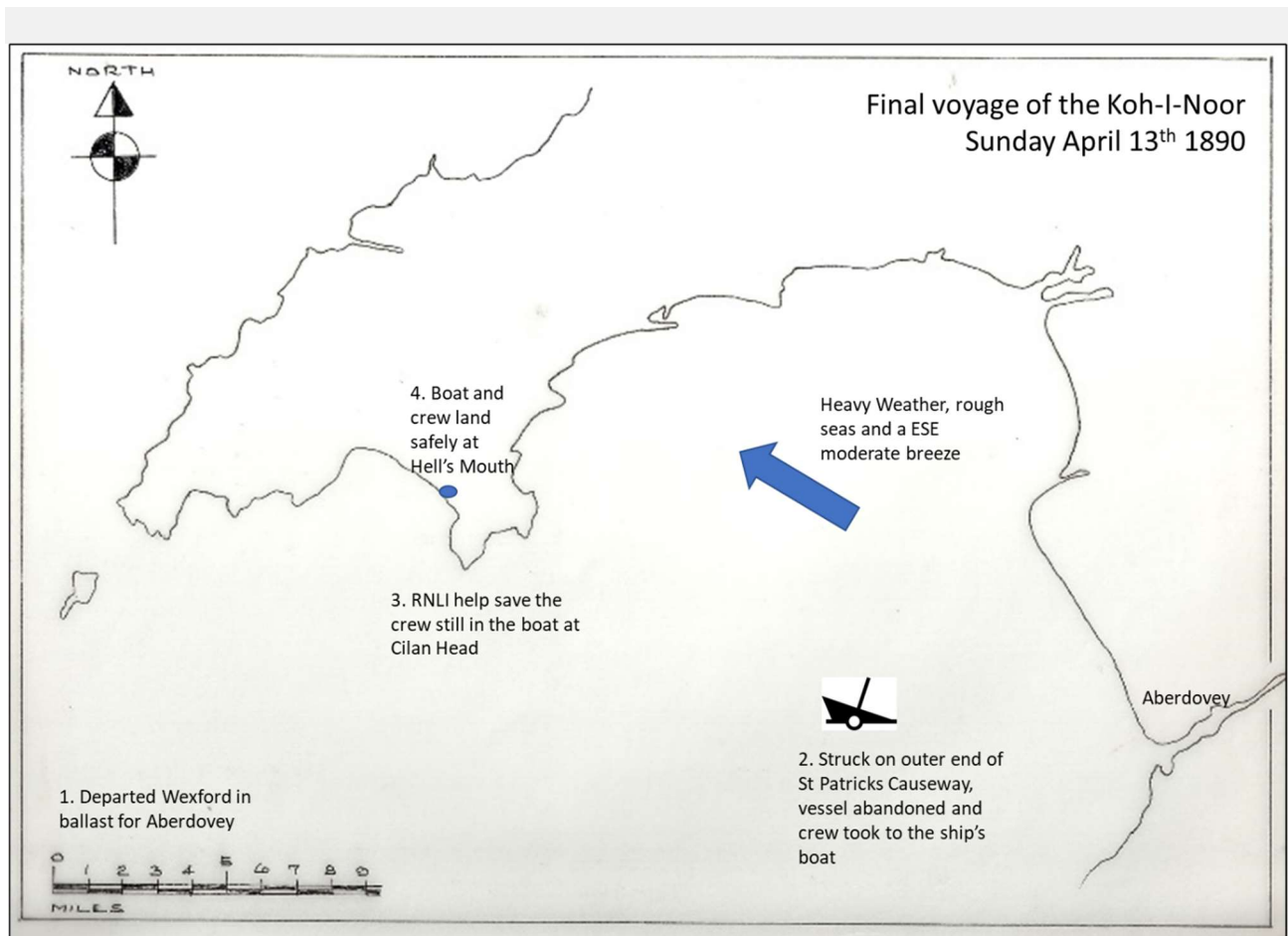
Sources include:

Board of Trade Wreck Return 1890 Appendix C Table pg133(645)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1887 - 30 June 1888, number 416 in K

Maritime Officer, RCAHMW, March 2010.



7.0 Analysis

As mentioned above in the results the initial information provided for this project, given in section 4, was largely confirmed by the sources researched with two minor differences. Year of build from Lloyds Register is 1853 rather than 1852. And the date of sinking was 13 April 1890 rather than 12 April 1890 based on local newspaper and RNLi reports.

Further it may be noted that the initial information provided with regards to size and sail plan refers to the ship as she was at the time of sinking. As built she was a smaller vessel and modified to lengthen her and change her sail plan in 1854.

The gross tonnage reduced from 56 to 53 tonnes later in her service without report of any further modifications.

It is odd that the ship's length, either before or after lengthening is never recorded in Lloyds Register, even after multiple surveys.

All research was done online. A list of the sites which were checked is given in section 9 references, both those which contained information included in this report and those which were checked but no information was found to support this report.

Access to physical books, such as from the NAS library and a visit to Aberdyfi were unfortunately not possible during this project. While these may have been able to provide more information, it is not expected that these would have materially changed the results of this report.

8.0 Conclusions & Recommendations

Approximately 50 hours were spent on this project, in research and compiling this report.

The research has been able to address its three objectives.

To learn some of the history of the ship during her working life, the events around her wrecking.

The Koh-I-Noor was a coastal vessel built in 1853 to serve along Wales and the west coast.

She was built as a Smack, but lengthened and converted to a ketch rig after one year. This was quite a common conversion ([https://en.wikipedia.org/wiki/Smack_\(ship\)](https://en.wikipedia.org/wiki/Smack_(ship))).

She operated as a coaster from Aberdovey, Gloucester and Liverpool.

On Sunday 12th April 1890 on route from Wexford to Aberdovey she struck St Patricks Causeway and early on the morning of the 13th April 1890 she sunk. All three hands onboard were saved, making it into the ships boat and with the support of the RNLI making it past Cilan Head to land at Hell's Mouth.

To assess whether the wreck would have interest as a dive site or for historic preservation.

This project has researched the history of the coaster Koh-I-Noor and whether further follow-up should be considered. The Koh-I-Noor was a small working vessel typical of its time. Fortunately all the crew were saved at the time of her sinking, having had time to lower the ships boat to rescue themselves. Being a wooden vessel, in ballast on her final voyage, it is unlikely that much of interest or even recognisable remains on the sea bed. Therefore no further action is recommended.

To help develop the research skills of the author.

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

9.0 References

All research was done online.

Resources which have provided material included in this report.

Lloyd's Register

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

British Newspaper Archives

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

Coflein

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

Royal National Lifeboat Institution (RNLI)

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

Welsh Newspaper Archives

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

Aberdovey Londoner

<https://aberdoveylondoner.com/2020/01/16/old-photograph-of-cargo-ships-at-the-jetty-in-aberdovey/>

The National Library of Wales

<https://viewer.library.wales/1127091#?c=&m=&s=&cv=&manifest=https%3A%2F%2Fdamssl.llgc.org.uk%2Fiiif%2F2.0%2F1127091%2Fmanifest.json&xywh=-1290%2C-247%2C8425%2C4918>

Wikipedia

[https://en.wikipedia.org/wiki/Smack_\(ship\)](https://en.wikipedia.org/wiki/Smack_(ship))

The following link also contained information on this vessel, but information not included in the above material could not be accessed as so is not included in this report.

Mercantile Navy List

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

The following sources were also checked, but no information on this vessel was found and so have not been included in this report.

Appropriation Books

http://www.mariners-list.com/site_pages.php?section=Ship+Registers&category=Appropriation+Books

Casualty Returns

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

Ancestry

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

Barmouth Lifeboat Station

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

British History Online (BHO)

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

Cardigan & St. Dogmaels Ships and Captains

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

Wreck Site

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

Ship's Plans & Survey Reports

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

Shipwrecks & the sea around the Llyn Peninsula.

http://www.rhiw.com/website_maps/rhiw_and_the_sea.htm#llyn_and_the_sea

The Ship's List

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

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

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

National Archives at Kew

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

National Historic Ships

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

PenLlyn

<http://www.penllyn.com/1/Hanes/morwrol/llinellamser2.HTML#1880>

Appendices:

Appendix A –Lloyd’s Registers entries for the Koh-I-Noor

Lloyds Register 1853, first entry. Destined as an Aberystwyth coaster

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyages.	Classification	
				Where.	When.				No. Years from original.	Class for Hulls.
76	Knut Bonde Bg YM.52	J Lindb'rg	191	G'tnbg F&O.	1852	Corin&Co	Gotnbg	Sld. Medit.	5	A 1
7	Koh-i-noor Bk YM.53		303	Pwlhli	1852	Muir&Co.	Liverp'l	Liv.	12	A 1
8	— Bk J. Bridie YM.&ptr.52over rpt L.B.		368	Perth 402	1852	J. Brown	Dundee	Dun. Austral	9	A 1
9	— S R. Inglis YM.&ptr.50c.f		697	Livrp'l	1850	C. Moore	Liverp'l	Lon. Pt. Phil	13	A 1
80	— Sk R. Joel I.B.		43	Abdvy	1853	Joel&Co.	Abdvy	Abs Coaster	8	A 1

Lloyds Register 1854. Ships home port moved to Aberystwyth. Ship has been lengthened to 54', increasing size from 43 to 56 tons, converting her from a Smack to a Ketch. Destined now as a Gloucester coaster.

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyages.	Classification	
				Where.	When.				No. Years from original.	Class for Hulls.
76	Kitty Bk W. Naughton & YM. Moverp'l. B.		380	Sodrid 420	1850	Brooks&c	Newcastl Cly.	Vlproa	8	A 1
7	— Cordes S YM 54		849	St. Jhn H&P & B. Dep. 51	1849	Wright&c	St. John	Liv.	6	A 1
8	Klazina Maria H. Dowes G Z. 49 L.B.		135	Holland	1849	De Boer	Amster	Sbl. Brazil	6	A 1
9	Knight Bk Bradshaw YM 53		39	Sodrid 450	1852	J. Brooks	Nwcastle	Liv.	8	A 1
80	Knut Bonde Bg YM.52	J Lindb'rg	191	G'tnbg F&O.	1852	Corin&Co	Gotnbg	Sld. Medit.	5	A 1
1	Koh-i-noor Bk YM.53		303	Pwlhli	1852	Muir&Co.	Liverp'l	Liv.	12	A 1
2	— S Bennett YM.53c.f		697	Liv'rp'l	1850	C. Moore	Liverp'l	Lon. Pt. Phil	13	A 1
3	— Bk J. Bridie YM.&ptr.52over rpt L.B.		368	Perth 402	1852	J. Brown	Dundee	Dun Austral	9	A 1
4	— K R. Joel I.B.		56	Abdvy len.54	1853	Joel&Co.	Abryst	Glr. Coaster	8	A 1

Lloyds Register 1855, no change.

8	— K R. Joel I.B.		56	Abdvy len.54	1853	Joel&Co.	Abryst.	Glr. Coaster	8	A 1
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Lloyds Register 1856, no change.

90	—	K R. Joel	56	Abdvy	1853	Joel & Co.	Abryst	Glr. Coaster	8 A 1
		I.B.	len. 54						54

Lloyds Register 1857, no change.

90	—	K R. Joel	56	Abdvy	1853	Joel & Co.	Abryst	Glr. Coaster	8 A 1
		I.B.	len. 54						54

Lloyds Register 1858, no change.

8	—	K R. Joel	56	Abdvy	1853	Joel & Co.	Abryst	Glr. Coaster	8 A 1
		I.B.	len. 54						54

Lloyds Register 1859. New owner R Edwrds and Master W. Parry. Destined back to an Aberystwyth coaster. Registration changed to a schooner.

1	—	Sr W. Parry	56	Abdvy	1853	R Edwrds	Abdvy	Abs. Coast'r	8 A 1
		I.B.	len. 54						54

Lloyds Register 1860, no change.

—		Sr W. Parry	56	Abdvy	1853	R Edwrds	Abdvy	Abs. Coast'r	8 A 1
		I.B.	len. 54						54

Lloyds Register 1861. Changed destination to Liverpool coaster with new master J. Lewis.

4	—	Sr W. Parry	56	Abdvy	1853	R Edwrds	Abdvy	Abs. Coast'r	8 A 1 A 1
		I.B. J. Lewis	len. 54						3 6,61

Lloyds Register 1862, no change.

125	—	Sr J. Lewis	56	Abdvy	1853	R Edwrds	Abdvy	Liv. Coaster	8 A 1
		I.B.	len. 54					Cont. 61—	3 6,61

Lloyds Register 1863, no change.

K 1863-64.

No.	Ships.	Masters.	Tonn.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Length	Breadth	Depth	Where.	When.				No. Years first registered.	Character for Hull & Stores.
126	Kob-i-noor	S.H. Evans	697	155-0	31-0	21-5	Liverpl	1850	C. Moore	Liverpl	Lon. India	13 A 1	1,63
7	—	Sr J. Lewis	56	14-6	8-0	8-0	Abdvy	1853	R. Edwrds	Abdvy	Liv. Coaster	8 A 1	3 6,61
8	—	Bk G. M'Nab	372				Perth	1852	Swan, Brs.	Kirkldy Cly.	Lth. W. Inds	Cont. 61-	3 6,61
9	—	Bk Summerson	303	105-1	23-0	15-0	Pwllhli	1852	Robinsn & Whithy		Liv. China	12 A 1	4,61

Lloyds Register 1864, no change.

5		Sr J. Lewis	56	[14.6]	8.0	Abdvy	1853	R. Edwrds	Abdvy	Liv. Coaster	8 A	0
		I.B.	len.54							Conf.61	3	6,6

Lloyds Register 1865. Destination changed back to Aberystwyth coaster.

9		Sr J. Lewis	56	[14.6]	8.0	Abdvy	1853	R. Edwrds	Aberdy	Liv. Coaster	8	AE 1
		I.B.	len.54							Abd.	C. 3	3,66

Lloyds Register 1866. Ships condition marked down from A1 to AE1, possibly changed in '65 but classification column is missing from the scanned copy of the register.

9		Sr J. Lewis	56	[14.6]	8.0	Abdvy	1853	R. Edwrds	Abrd'vy	Abs. Coaster	8	AE 1
		I.B.	len.54								C. 3	3,66

Lloyds Register 1867, no change.

7		Sr J. Lewis	56	[14.6]	8.0	Abdvy	1853	R. Edwrds	Abrdvy	Abs. Coaster	8	AE 1
		I.B.	len.54								C. 3	3,66

Lloyds Register 1868, no change.

4		Sr J. Lewis	56	[14.6]	8.0	Abdvy	1853	R. Edwrds	Abrdvy	Abs. Coaster	8	AE 1
		I.B.	len.54								C. 3	3,66

Lloyds Register 1869, no change.

		Sr J. Lewis	56	[14.6]	8.0	Abdvy	1853	R. Edwrds	Abrdvy	Abs. Coaster	8	AE 1
		I.B. J. Hughes	len.54								C. 3	3,70

Lloyds Register 1870. New master J Hughes

9		Sr J. Hughes	56	[14.6]	8.0	Abdvy	1853	R. Edwards	Abrdvy	Abs. Coaster	8	AE 1
		I.B.	len.54								C. 3	3,70

Lloyds Register 1871, no change.

2		Sr J. Hughes	56	[14.6]	8.0	Abdvy	1853	R. Edwards	Aberdovy	Abs. Coaster	8	AE 1
		I.B.	len.54								C. 3	3,70

Lloyds Register 1872. Surveyed in Falmouth in 1872

141	Koh-i-noor	Sr J. Hughes	56	[14.6]	8.0	Abdvy	1853	R. Edwards	Aberdovy	Abs. Coaster	8	AE 1
13005		I.B.	len.54	srp.72							C. 3	3,70

Lloyds Register 1873, no change.

2		Sr J. Hughes	56	[14.6]	8.0	Abdvy	1853	R. Edwards	Aberdovy	Bng. Coaster	8	AE 1
13068		I.B.	len.54	srp.72							C. 3	6,72

Lloyds Register 1874, no change.

5	Koh-i-noor	Sr J. Hughes	56	[14.6]	8.0	Abdvy	1853	R. Edwards	Aberdvy	Bng.	8	AE 1
13005		I.B.	len.54	srp.72							C3	6,72

Lloyds Register 1875, no change.

4	13068	Sr J. Hughes	53	[14.6] 8.0	Abrdvy	1853	R. Edwards	Aberdvy Bng.	8	6,72
		I.B. Salted	59	len.54srp.72					C3	

Lloyds Register 1876. Surveyed in Aberystwyth in 1876. New owner E Jones&Co

		Sr J. Hughes	53	[14.6] 8.0	Abrdvy	1853	E. Jones & Co.	Abrystw Bng.	9	A 1
		I.B. Salted	59	len.54srp.72			E. Jones	Rest. Abs. 76-7 yrs	C3	10,76
		E. Jones	59					Δbs.		

Lloyds Register 1877. E Jones also becomes master.

2	13068	Sr E. Jones	53	[14.6] 8.0	Abrdvy	1853	E. Jones	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54				Rest. A bs76-	7	7
		L.F.M.D.	59							

Lloyds Register 1878, no change.

4	13068	Sr E. Jones	53	[14.6] 8.0	Abrdvy	1853	E. Jones	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54				Rest. A bs76-	7	10,76
		L.F.M.D.	59							

Lloyds Register 1879, no change.

		Sr E. Jones	53	[14.6] 8.0	Aberdovey	1853	E. Jones	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54				Rest. A bs76-	7	10,76

Lloyds Register 1880, no change.

9	13068	Sr E. Jones	53	[14.6] 8.0	Aberdovey	1853	E. Jones	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54			G. Edwards	Rest. A bs76-	7	10,76
		L.F.M.D.	59					HT Abs. 81		5,81

Lloyds Register 1881, no change.

		Sr E. Jones	53	[14.6] 8.0	Aberdovey	1853	E. Jones	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54			G. Edwards	Rest. A bs76-	7	10,76
		G. Edwards	59					HT Abs. 81		5,81

Lloyds Register 1882. Ship changed ownership from E Jones to G Edwards, who also becomes master.

1	13068	Sr G Edwards	53	[14.6] 8.0	Aberdovey	1853	G. Edwards	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54				Rest. A bs76-	7	4,83
		L.F.M.D.	59					HT Abs. 81		

Lloyds Register 1883, no change

		Sr G Edwards	53	[14.6] 8.0	Aberdovey	1853	G. Edwards	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54				Rest. A bs76-	7	4,83
			59					HT Abs. 81		

Lloyds Register 1884, no change

7	13068	Sr I.B. Wood	53	[14.6] 8.0	Aberdovey	1853	G. Edwards	Abrystw Abs.	9	A 1
		I.B. Salted	59	len.54				Rest. A bs76-	7	3,84
		L.F.M.D.	59					S.S. Abs. 84-3yrs		

Lloyds Register 1885, no change

240	13068	Sr Wood	53	[14.6] 8.0	Aberdovey	1853	G. Edwards	Abrystw Abs.	9	A
		I.B. Salted	59	len.54				Rest. Abs. 76-	7	3
		L.F.M.D.	59					S.S. Abs. 84-3yrs		

Lloyds Register 1886, no change

13068	414	* Koh-i-noor	WSr	British	53	[14.6] 8.0	Aberdovey	1853	R. Lewis	G. Edwards	Aberystwith
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Lloyds Register 1887, no change

13068	416	* Koh-i-noor	Edwards	WSr	British	53	[14.6] 8.0	Aberdovey	1853	R. Lewis	G. Edwards	Aberystwith
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Lloyds Register 1888, no change

Sr	Wood	53	[14.6] 8.0	Aberdovey	1853	G.Edwards	Abrystw Pmd.	9	A 1
	G.Edwards	-82	59	len54	R.Lewis			Rest.Abs. 76-	7	2,82
	IB	Salted	59					SS Pmd 83-67		

Lloyds Register 1889, no change.

257	Sr	Wood	53	[14.6] 8.0	Aberdovey	1853	G.Edwards	Abrystw Fal.	9	A 1
18068		G.Edwards	-82	59	len54	R.Lewis			Rest.Abs. 76-	7	2,82
LFMD		IB	Salted	59				SS Pmd 83-67			

This entry is repeated on the online Lloyds Register entry for 1890, showing a record for 1889-1890 Sailing Vessels as below

18068	209	*	Koh-i-noor	Edwards	W.S.	British	53	..	[14.6] 8.0	Aberdovey	1853	R.Lewis	G.Edwards		
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Appendix B – Timeline for the Koh-I-Noor

Date	Owner	Master	Port	Voyage
1853	Joel&Co	R Joel	Abs	Abd Coaster
1854	Joel&Co	R Joel	Abs	Glr Coaster
1855	Joel&Co	R Joel	Abs	Glr Coaster
1856	Joel&Co	R Joel	Abs	Glr Coaster
1857	Joel&Co	R Joel	Abs	Glr Coaster
1858	Joel&Co	R Joel	Abs	Glr Coaster
1859	W Parry	R Edwrds	Abs	Abd Coaster
1860	W Parry	R Edwrds	Abs	Abd Coaster
1861	J Lewis	R Edwrds	Abs	Liv Coaster
1862	J Lewis	R Edwrds	Abs	Liv Coaster
1863	J Lewis	R Edwrds	Abs	Liv Coaster
1864	J Lewis	R Edwrds	Abs	Liv Coaster
1865	J Lewis	R Edwrds	Abs	Abd Coaster
1866	J Lewis	R Edwrds	Abs	Abd Coaster
1867	J Lewis	R Edwrds	Abs	Abd Coaster
1868	J Lewis	R Edwrds	Abs	Abd Coaster
1869	J Lewis	R Edwrds	Abs	Abd Coaster
1870	J Hughes	R Edwrds	Abs	Abd Coaster
1871	J Hughes	R Edwrds	Abs	Abd Coaster
1872	J Hughes	R Edwrds	Abs	Bng Coaster
1873	J Hughes	R Edwrds	Abs	Bng Coaster
1874	J Hughes	R Edwrds	Abs	Bng Coaster
1875	J Hughes	R Edwrds	Abs	Bng Coaster
1876	J Hughes	E Jones&Co	Abs	Bng Coaster
1877	E Jones	E Jones	Abs	Abd Coaster
1878	E Jones	E Jones	Abs	Abd Coaster
1879	E Jones	E Jones	Abs	Abd Coaster
1880	E Jones	E Jones	Abs	Abd Coaster
1881	E Jones	E Jones	Abs	Abd Coaster
1882	G Edwards	G Edwards	Abs	Abd Coaster
1883	G Edwards	G Edwards	Abs	Abd Coaster
1884	G Edwards	G Edwards	Abs	Abd Coaster
1885	G Edwards	G Edwards	Abs	Abd Coaster
1886	G Edwards	G Edwards	Abs	Abd Coaster
1887	G Edwards	G Edwards	Abs	Abd Coaster
1888	G Edwards	G Edwards	Abs	Abd Coaster
1889	G Edwards	G Edwards	Abs	Abd Coaster