

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

**On-line research into the wreck of the:  
*Barque Oberon***



**1852 Barque**

Report compiled by:  
**Malcolm Whitewright**

Report Title:

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

Compiled by:

**Malcolm Whitewright**  
14 St Brides Road  
Little Haven  
Haverfordwest  
Pembrokeshire  
SA62 3UN  
Tel: +44 (0)7879814022  
E-mail: malcolmwhitewright@hotmail.co.uk

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](mailto:nas@nauticalarchaeologysociety.org)  
Web Site: [www.nauticalarchaeologysociety.org](http://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](mailto:MADUdiving@gmail.com)  
Web Site: [www.madu.org.uk](http://www.madu.org.uk)

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Report Ref:

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## 1.0 Abstract

This project is to discover information relating to the reported wreck of the Barque *Oberon* (MADU Ref. 149. Table 1) for which there are several newspaper archived reports of it having gone aground on 1<sup>st</sup> April 1860 on St Patrick's Causeway (Sarn Badrig), Cardigan Bay, Wales.

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.

**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		rc,le
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

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

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**2.5 Contributors**

Thanks to the following who have helped with this research:

Mr Ian Cundy  
 Dr J Whitewright  
 MR R Cadwallader

**2.6 Abbreviations**

Abbreviations used in this report,

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 Ship *Oberon* was selected as one of many vessels wrecked on the infamous St Patrick's Causeway in Cardigan Bay. The *Oberon* was also one of several ships engaged in the transatlantic trade between Liverpool and New Foundland and latterly to South America. Rigged as a Barque sailing ship built at Bridport, Devon in 1852, it was owned and operated by Bowring Co. of Liverpool. The ship, on passage from Brazil to Liverpool, after errors of navigation, went aground on the St Patrick's causeway (Sarn Badrig) in Cardigan Bay (Fig. 2) on the morning of 1<sup>st</sup> April 1860. All of the crew attempted to get ashore in the ship's boat which was in difficulty when rescued by the Portmadoc lifeboat (which was stationed at Criccieth), one of the crew died about 10 minutes after he had been taken ashore. After a period of time, lodged on the reef, the only slightly damaged vessel was salvaged by the Barmouth Lifeboat.

The position of the wreck site is given by Larn & Larn as 52.26 N, 04.14 W – this position is about two miles inland from Llan-non next to the Brynaria Caravan Park.

The ship actually came aground about five miles offshore from Mochras Point. The grid reference given in Coflein is a close approximation of the site of the grounding (Fig. 1).

#### Figure 1, Position of grounding (Coflein).

##### Grid Reference

**SH 49337 18560**

Grid Reference (6 figure)

**SH493185**

X (Easting) , Y (Northing)

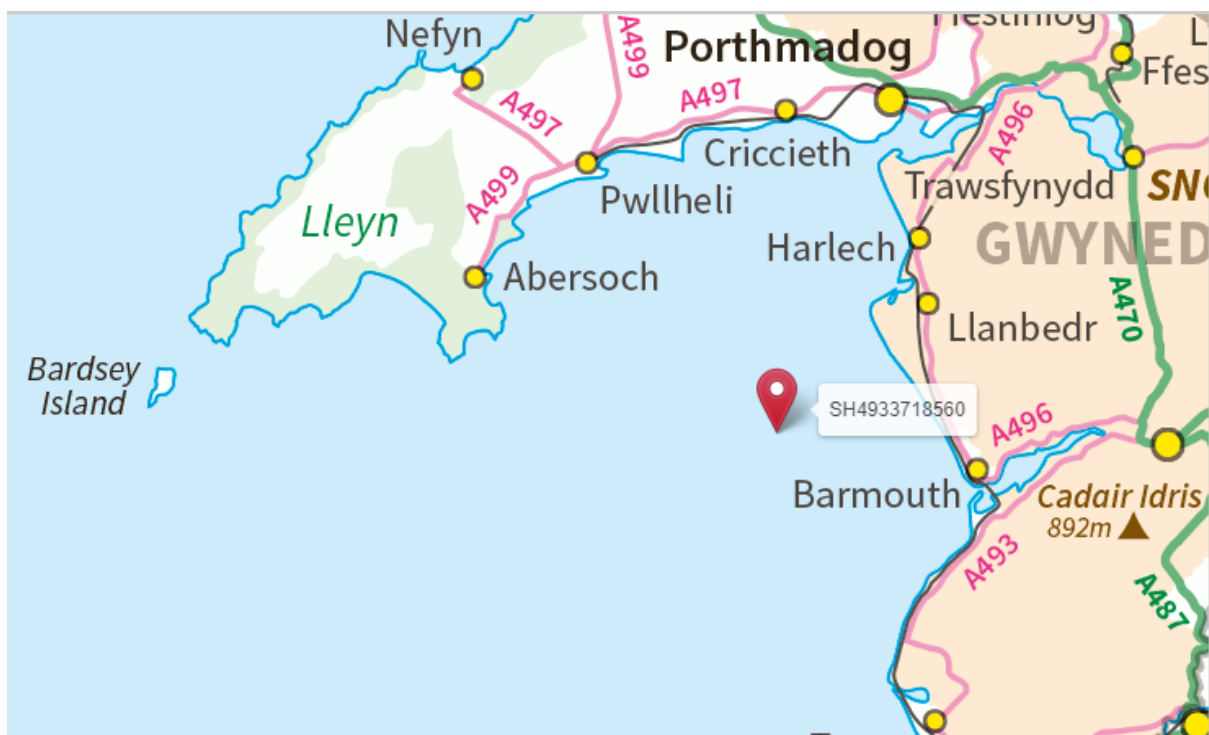
**249337 , 318560**

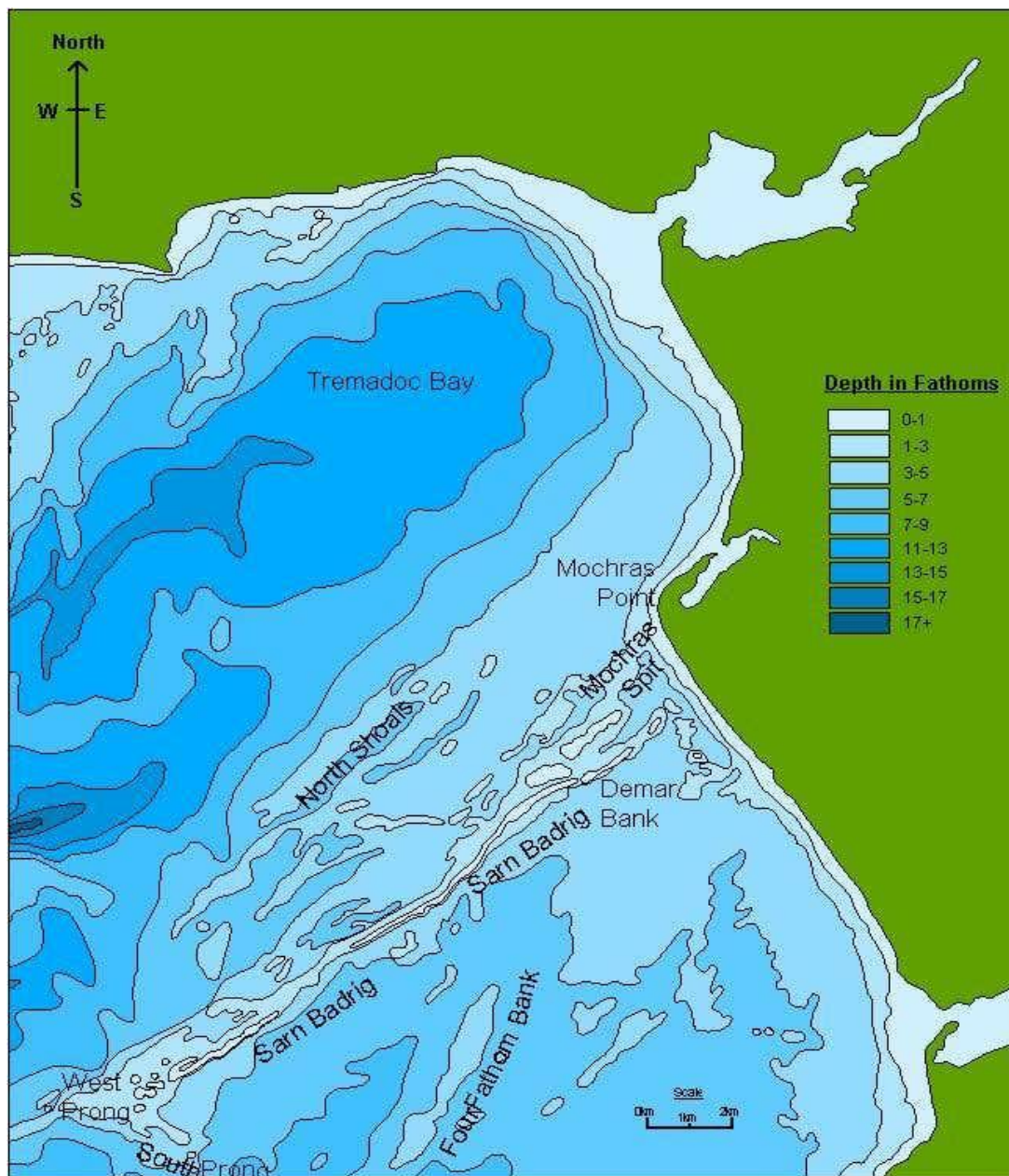
Latitude , Longitude (decimal)

**52.743608 , -4.2333284**

Latitude , Longitude (degs, mins, secs)

**52°44'37"N , 004°14'00"W**



**Figure 2, Cardigan Bay Reefs.**

The following aspects were included in this research:-

- The vessel's specification
- Historical information available relating to the vessel
- What was the lead 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

Some information was available from MADU database, Larn & Larn and Coflein (Fig. 1).

**Figure 3, Copy of the Coflein Report**

**Coflein**

Home About **Sites** Archive Galleries Map Contact

### OBERON

Site Details

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<b>NPRN</b> 272466	<b>Site Description</b> 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.
<b>Map Reference</b> SH41NE	
<b>Grid Reference</b> SH4933718560	
<b>Unitary (Local) Authority</b> Maritime	<b>Event and Historical Information:</b> The barque, OBERON, was built at Bradford in 1852. The vessel was classed Lloyd's A1 for use on voyages from Liverpool to South America. Sources differ as to whether the ship was inward bound from Brazil (source Larn) or outward bound from Liverpool (source Wynne-Jones) under the command of master Symons for the owners Bowring of Liverpool. On 1 April 1860, the barque struck on Sarn Badrig's Causeway.
<b>Old County</b> Maritime	
<b>Community</b> Maritime	
<b>Type of Site</b> WRECK	
<b>Broad Class</b> MARITIME	<b>Sources include:</b> Larn and Larn shipwreck database 2002 Lloyds List, 5 April 1860, pg2 Lloyds Register of British and Foreign Shipping, 1 July 1858 - 30 June 1860, number 7 in O Wynne-Jones, I, 2001, Shipwrecks of North Wales, pg29
<b>Period</b> Post Medieval	Maritime Officer, RCAHMW, May 2008.

## 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> comprehensive record on this ship wreck.

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 on the wreck, rescue, salvage, sequence, names and places.

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

<http://www.maritimearchives.co.uk/> - good to identify ships and for crew lists but no detail available for this ship.

Crew lists and other documents: <http://www.crewlist.org.uk/about/findingoncrewlists> - good for dates but no crew information available

<https://www.coflein.gov.uk/en/site/search>

<https://bridportandwestbay.co.uk/town-hall/fra-newbury/ship-building/>

<https://dorset-ancestors.com/>

<https://www.bridportnews.co.uk/news/17770859.take-look-back-west-bay-harbours-shipbuilding-past/>

[https://en.wikipedia.org/wiki/List\\_of\\_shipwrecks\\_in\\_April\\_1860#1\\_April](https://en.wikipedia.org/wiki/List_of_shipwrecks_in_April_1860#1_April)

<https://support.google.com/maps/answer/18539>

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=Oberon&SearchType=Exact&submit>

<https://gridreferencefinder.com/os.php>

<http://www.carnarvontraders.com/shipowners.shtml>

<https://www.crewlist.org.uk/people/bt124masters/image?>

## 6.0 Results

- The specification of the *SV Oberon* is summarised at Appendix A  
 The vessel was built at West Bay Harbour, Bridport, Devon by John Cox. Launched in 1852, wooden construction Square rigged as a Barque 307/279 Tons for general trade. Main dimensions 112ft 5ins long 24ft 2ins beam 14ft 7ins depth. Registered 26<sup>th</sup> March 1852 Official number 24218 (Fig 4). The *SV Oberon* was commissioned to be built by C.T.Bowring & Company, Liverpool, who owned and operated the vessel until 1860. After the incident in Cardigan Bay, and the vessel was salvaged, it was purchased by Thomas Hobley & Co, Segontin Terrace, Carnarvon.

### Figure 4, Extract from the Lloyds Appropriation List.

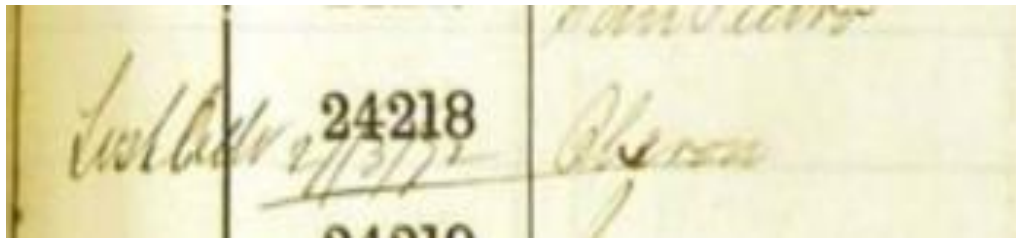
1855 Date of Registration 26<sup>th</sup> March 1852, Date of Appropriation 23<sup>rd</sup> June 1855

Appropriation Books, Official Numbers 24201 - 24250 (24218)

Image source [clip](#) CLIP i

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
24201							
24218	<i>Oberon</i>	279		Liverpool	26 <sup>th</sup> March 1852		23 <sup>rd</sup> June 1855

'Lost adv 27/3/72'



Several ships were found with the name Oberon. But only one that could have been in Cardigan Bay on the date and fitting the description from contemporary accounts (Appendix E).

### Figure 5, Extract Crew List Project.

Ships whose name is OBERON

Ship	Official number	Port of registry and details	Source	Crew lists	Links
OBERON	24218	[No port shown], Casualty: stranded, 1/10/1871	RCUS, 1874, pp 720-721, row 1557	MHA	CLIP
		Caernarfon, Crew lists 1867-1871	Crew lists, Gwynedd AS (Caernarfon)		
		Caernarfon, Sail	MNL, 1870		
		Liverpool, 1852, Sail, 279 tons	Appropriation Books, RSS		
		Liverpool, Crew lists 1865	Crew lists, Liverpool City RO		
		Liverpool	MNL, 1857		
		Liverpool, Sail, 279 tons	MNL, 1860		

- **History** of the *SV Oberon* prior to the incident. The *Oberon* was built at Bridport, Devon (Fig. 6). Shipbuilding there was very significant in the 19<sup>th</sup> Century but now there is little evidence of it. Ships there were wooden built initially using locally sourced timber and then latterly imported timber from the Baltic and North America.

**Figure 6, Extract from Bridport and Lyme Regis News** 20th July 2019.

## Take a look back at West Bay Harbour's shipbuilding past

By [Lottie Welch](#) @LottieWelchBNReporter

The shipyard was initially established by a gentleman named Nicholas Bools. Bools had previously built ships on the beach at Burton Bradstock and had worked in one of the Royal Naval Dockyards. In 1830, John Cox, a local man, took over the yard, he was Wesleyan Preacher and was instrumental in building the Methodist Chapel, which is now home to West Bay Discovery Centre.

Most of the workers in the shipyard lived locally in West Bay and Bridport or commuted from neighbouring villages of Burton Bradstock and Eype using the coastal footpath.

The timber used to build the ships was typically oak and pine, initially this came from the Marshwood Vale and other parts of Dorset and Somerset, but increasingly timber from the Baltic and America was imported for use.

By the 19th century there were six slipways allowing three ships to be built at once.

-----  
The *SV Oberon* was engaged in trans-Atlantic trade between Newfoundland and Liverpool until 1858. Then trading between South America/Brazil and Liverpool 1859/60.

- **The lead up to the incident**, the *SV Oberon* was on passage from Brazil to Liverpool with a cargo of sugar, hides and cotton. The Master was Captain John Symons. This was his second year as Master. Heading up the Irish Sea, in the dark and very poor visibility, the light at Bardsey Island was mistaken for a light on the Irish coast, consequently the Master altered course to North-East resulting in the ship running gently aground on the Sarn Badrig.
- **The grounding** occurred at 3-00 am on the morning of Sunday 1<sup>st</sup> April 1860 (Fig. 7). The ship struck towards the east end of the causeway approximately four and a half miles from Mochras Point. The ship stuck fast and the Master decided to abandon ship. He and his fourteen crew put off in one of the ships boats to row for the shore. They were tossed about in the bay for some hours becoming cold, wet and exhausted. The Portmadoc Lifeboat was stationed at Criccieth and at around 7-00 am spotted the ship aground but could not discern any distress signals. Soon after, from Castle hill, the ship's boat was spotted apparently making for Portmadoc bar. The Lifeboat launched to their assistance and at approximately 9-30am took them all into the Lifeboat landing them safely at Criccieth. One of the crew died soon after being landed ashore. The cause of the grounding would have to be put down to poor navigation in difficult conditions, confusion of the light, lack of any warning or navigational aids in Cardigan Bay.

**Figure 7, Extract from Wikipedia.**

## List of shipwrecks in April 1860

From Wikipedia, the free encyclopedia

The **list of shipwrecks in April 1860** includes ships sunk, foundered, grounded, or otherwise lost during April 1860.

1 April [ edit ]

Ship	Country	Description
<i>Caroline</i>	<span><span><span></span></span><span> </span></span> New Zealand	The <i>barque</i> was wrecked when she grounded on a <i>sandbar</i> at the mouth of the <i>New River</i> in southern <i>New Zealand</i> . She was lying low in the water due to a heavy cargo of <i>coal</i> . <sup>[1]</sup>
<i>Dauntless</i>	<span><span><span></span></span><span> </span></span> United Kingdom	The <i>smack</i> was driven ashore at <i>Towyn Point</i> , <i>Glamorgan</i> . She was on a voyage from <i>Liverpool</i> , <i>Lancashire</i> to <i>Carmarthen</i> . <sup>[2]</sup>
<i>Frederic Gustave</i>	<span><span><span></span></span><span> </span></span> France	The ship foundered 36 nautical miles (67 km) west south west of <i>Start Point</i> , <i>Devon</i> , <i>United Kingdom</i> . Her crew were rescued by <i>John Masterman</i> ( <span><span><span></span></span><span> </span></span> United Kingdom). <i>Frederic Gustave</i> was on a voyage rom <i>Bordeaux</i> , <i>Gironde</i> to <i>Queenstown</i> , <i>County Cork</i> , <i>United Kingdom</i> . <sup>[3]</sup>
<i>General Grant</i>	<span><span><span></span></span><span> </span></span> United Kingdom	The <i>schooner</i> was lost at <i>Anguilla</i> . <sup>[4]</sup>
<i>John Wesley</i>	<span><span><span></span></span><span> </span></span> United Kingdom	The <i>schooner</i> was driven ashore at <i>Duncansby Head</i> , <i>Caithness</i> . Her crew survived. She was on a voyage from <i>London</i> to <i>Dumfries</i> . <i>John Wesley</i> had become a wreck by 4 April. <sup>[5]</sup>
<i>Notre Dame de Bon Port</i>	<span><span><span></span></span><span> </span></span> France	The ship was driven ashore and scuttled at <i>Swansea</i> , <i>Glamorgan</i> , <i>United Kingdom</i> . She was on a voyage from <i>Nantes</i> , <i>Loire-Inférieure</i> to <i>Swansea</i> . <sup>[6]</sup> <i>Notre Dame de Bon Port</i> was refloated on 3 April with the assistance of three tugs. <sup>[7]</sup>
<i>Oberon</i>	<span><span><span></span></span><span> </span></span> United Kingdom	The <i>barque</i> ran aground on <i>Sarn Badrig</i> and was abandoned. Her fifteen crew were rescued by the <i>Port Madoc</i> Lifeboat. She was on a voyage from <i>Macao</i> , <i>China</i> to <i>Liverpool</i> , <i>Lancashire</i> . She floated off and came ashore on <i>Shell Island</i> , <i>Caernarfonshire</i> . <sup>[7][8]</sup>
<i>Vivid</i>	<span><span><span></span></span><span> </span></span> United Kingdom	The <i>schooner</i> was driven ashore in <i>Plattenburg Bay</i> . Her six crew survived. She was on a voyage from <i>Cape Town</i> , <i>Cape Colony</i> to <i>Table Bay</i> . <sup>[4]</sup>

- **After the incident.** Meanwhile the Barmouth Lifeboat had spotted the ship aground and put out to it. They discovered that no one was on board and stayed with the ship. The following day the wind went to the East and on the spring tide the vessel was floated off the reef and beached on the Portmadoc side of the Mochras Cap. During the spring tides the ship was dry at low water. The cargo was salvaged and the ship appeared undamaged. The Barmouth Lifeboat crew claimed salvage to the sum of £3500. The owners however Bowring & Co of Liverpool refused to pay the amount. The matter was left to be settled in the Admiralty Court.
- **Since the incident,** the ship was purchased by Thomas Hobley & Co, Segontin Terrace, Carnarvon. The *SV Oberon* was re-registered at Carnarvon, surveyed A1 at Bangor in February 1861 and voyaged from Bangor to South America until 1869/70. Surveyed A1 in March at Bangor 1870 then voyaged to Nagasaki till 1871/72 when reported 'Lost adv(ised) 27 March 1872 (Fig. 4), and 'stranded' by Lloyds in the 'Unseaworthy Ships Commission Register' on 19<sup>th</sup> September 1871 (Fig. 8) on passage from Middlesbrough to Buenos Ayres carrying iron. Clip File project also has the vessel listed as 'stranded' dated the 1<sup>st</sup> October 1871 (Fig. 5) quoting the 'Unseaworthy Ships Commission Register' 1874 (Fig. 8).

**Figure 8, Extract from Lloyds Unseaworthy Ships Commission.**

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UNSEAWORTHY SHIPS COMMISSION :

## LOSS OF LIFE.—SIX

TABLE showing the WRECKS attended with LOSS OF LIFE which occurred to British Vessels of Fishing Vessels ; \* (2.) all Wrecks of Open Boats ; (3.) Collisions of

No.	Date.	Name of Vessel and Port of Registry.	Age.	Rig.	Iron or Wood.	Tons.	Men.	No. of Passengers (if any).	Nature of Cargo.	Port sailed from.	Port bound to.	No.
STRANDINGS												
39	" 21 Oct.	Sturminster; Liverpool	5	Barque	"	322	11	...	DAIRY	Hong Kong	FOO CHOO FOO	39
40	1871, 19 Sept.	Oberon; Carnarvon	18	Barque	"	264	11	...	Iron	Middlesboro'	Buenos Ayres	40
41	" 18 "	Beau Idéal; Liverpool	3	Ship	Iron	1,419	30	2	Coal and Iron	Sunderland	Rangoon	41

- **Previous research** of the vessel, is contained in the Coflein report (Fig. 3) of the grounding which occurred on 1<sup>st</sup> April 1860. This report is sketchy, brief and contains several factual errors. It refers to a 'loss' and a 'wreck' neither of which is the case as the vessel survived the grounding without damage and was returned to service for a further ten years with a new owner. Larn & Larn also list this incident as a wreck site which it is not.
- **The site** is not appropriate to be dived, recorded, surveyed or worked on.
- **Salvage**, the cargo and the ship were salvaged immediately following the incident. There is nothing further to find.
- **The only previous reports** produced relating to this vessel were the Coflein and the Larn & Larn and the contemporary newspaper reports.

**Additional Information,**

- **Records of the SV Oberon**, I have not found any Photographs, drawings, sketches, paintings, pictures of a model, etc. nor any plans of the vessel. Information for this shipbuilder is not available on-line. Some general information is available about ship building at Bridport (Fig. 6).
- **Some damage repairs** were carried out following the grounding and beaching. This is referenced as Damage Repaired in Lloyds Register 1861. The vessel was surveyed in February 1861 and Classified A1. These repairs may have included replacement sheathing of the Yellow Metal on felt below the waterline. In 1870 the *SV Oberon* was surveyed again at Bangor and Classified A1. (Appendix B)
- **The owners of the SV Oberon** were:  
1852 to 1860 C.T.Bowring & Company, Liverpool.  
1861 to 1872 Thomas Hobley & Co, Segontin Terrace, Carnarvon.

Sir **William Benjamin Bowring**, 1st Baronet (13 February 1837 – 20 October 1916), was a British ship-owner, local politician and benefactor. Bowring was a senior partner of C. T. Bowring & Company, ship-owners, and served as Lord Mayor of **Liverpool** between 1893 and 1894.

- Masters of the SV Oberon** were:
  - 1852 to 1855 Williams
  - 1856 to 1858 T Taverner
  - 1859 to 1860 John Symons (Fig. 9)
  - 1861 to 1863 W Evans / Blake
  - 1864 to 1866 Blake
  - 1867 to 1869 W Jones / J Jones
  - 1870 to 1871 Jacob Jones (Fig. 9)

**Figure 9, Extract from Clip files showing Masters Certificates.**



- The crew of the SV Oberon comprised the Captain, a Mate and typically thirteen crew members including a cook. Passengers were not normally carried.

Maritime History Archive

Crew List Index Search

Home > Holdings and Collections > Crew lists and logbooks > New Search > Crew List Index Search Results

**Crew List Index Search Results**

Search results for Crew Lists in the Maritime History Archive  
 Types of Agreements and Accounts page provides an explanation for the codes referring to the crew agreements held at the Maritime History Archive.

Official_No:	24218
1863:	I2
1864:	I2
1868:	I1

Search results for Crew Lists in British Institutions  
 Clicking on the appropriate code will call up the name and address of the institution holding the crew agreement. Please note that we do not have any information on the types of agreements held at British institutions. Also note that the crew lists held at the Dorset History Centre (DO) and Liverpool City Libraries (LI) are also available online at Ancestry. The crew agreements held at the Portsmouth Museums and Records Service and Devon Record Office are also available online at CLIP.

N.B. Not all archives in the U.K. have provided us with a list of crew agreements in their collections. In particular, we do not have any list of agreements from the National Archives or the National Maritime Museum. Both institutions hold a considerable number of crew agreements. Please visit their web sites for more information.

Official_No:	24218
1866:	LI

For information on ordering any of the crew agreements listed above, please visit the Ordering Crew Agreements page.

- **Significant incidents**, none relating to the *SV Oberon* have come to light in the course of this research.
- **A timeline** showing the vessel's life from commissioning to wrecking is given at Appendix.
- **The ultimate fate** of the *SV Oberon* is uncertain and I failed to discover any detail. However the ship was apparently stranded/wrecked on 19<sup>th</sup> September 1871, with some loss of life, as recorded in Lloyds (Fig. 8). The record states that the *SV Oberon* was on passage from Middlesbrough to Buenos Ayres carrying iron. The Appropriation register has it lost with the record advised on 27<sup>th</sup> March 1872.

## 7.0 Analysis

Some information was available, from Coflein and Larn & Larn, 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 none were in fact wrecked as listed. I have also identified the *SV Oberon* relating to the NADU Ref 149 as the barque Official Number 24218.

## 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.

An unanswered question: the detail and whereabouts of the *SV Oberon's* ultimate fate.

I have established that it was not wrecked on the St Patrick's causeway but grounded and subsequently salvaged.

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

## 9.0 References

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'  
Larn & Larn

**Appendix A – Specification for the *SV Oberon*.**

Vessel	Name/s	Oberon		
	Type	Barque		
		Cargo		
Built	Date	Launched: 1852		
	Builder	John Cox		
		West Bay Harbour, Bridport.		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	Not known		
Propulsion	Type	Sail		
	Details	Square Rigged		
Engine	Details	None		
Drive	Type			
	Number			
Dimensions	Length	112ft	5ins	
	Beam	24ft	2ins	
	Draught	14ft	7ins	
Tonnage	Gross	307		
	Net	279		
Owner	First	Bowring Co.		
		Liverpool		
	Last	Hobley & Co		
		Carnarvon		
	Others			
Registry	Port	Liverpool		
	Flag	UK N.V.T.K.		
	Number	24218		
History	Routes	From Liverpool		
		To Newfoundland / Nagasaki / S America/Brazil.		
	Cargo	General Cargo		
Final Voyage	From	Brazil		
	To	Liverpool		
	Captain	J Jones		
	Crew	14		
	Passengers	None		
	Cargo	Sugar, Hides, Cotton.		
Wrecking	Date	01 April 1860		
	Location	St Patrick's Causeway, Cardigan Bay. Wales.		
	Cause	Navigation error.		
	Loss of life	One		
	Outcome	Salvaged, Re-floated, Beached, slight damage Repaired, Sold		

**Appendix B – Extracts from Lloyds Register for SV Oberon.**

1852

7	Oberon	Sr	Rheinlanda	150	Nwcstl	1850	M. Wright	Elsin're	Nwc.	9	A	1
8	—	pt I. B. Sw	J. Shields	267	Sndrld	1838	Garbutt &	Hartlp'l	Hpl. France	8	A	1
9	—	pt I. B. Bk	Williams	307	Bridpt	1852	Bowring	Liverp'l	Liv. Nwflnd	13	A	1
10	Observer	Sr	Fowler	154	Nhavn	1848	Campion	London	Liv.	12	A	1

1853

6	Oberon	pt I. B. Sw	T Melville	267	Sndrld	1838	Garbutt &	Hartlp'l	Ply. Medit.	8	A	1
7	—	Sr	Rheinlanda	150	Nwcstl	1850	M. Wright	Elsin're	Nwc.	9	A	1
8	—	pt I. B. Bk	Williams	307	Bridpt	1852	Bowring	Liverp'l	Liv. Nwflnd	13	A	1
9	Observer	Sr	Fowler	154	Nhavn	1848	Campion	London	Liv.	12	A	1

1854

5	Oberon	pt I. B. Sw	G. Bravey	267	Sndrld	1838	Garbutt &	Hartlp'l	Hpl. Medit.	8	A	1
6	—	Sr	Rheinlanda	150	Nwcstl	1850	M. Wright	Elsin're	Nwc.	9	A	1
7	—	pt I. B. Bk	Williams	307	Bridpt	1852	Bowring	Liverp'l	Liv. Nwflnd	13	A	1
8	Observer	Sr	F. Searle	154	Nhavn	1848	Campion	London	Gle. Medit.	12	A	1

1855

5	Oberon	Scw	J. Fitchet	95	Dmbtn	1854	Denny &c	Dmbtn	Cly. Austral	—	A	1
6	—	Sw	M Osbrne	267	Sndrld	1838	SOsborne	Shields	Shl. Medit.	8	A	1
7	—	Sr	Rheinlanda	150	Nwcstl	1850	M Wright	Elsin're	Nwc.	9	A	1
8	—	pt I. B. Bk	Williams	307	Bridpt	1852	Bowring	Liverp'l	Liv. Nwflnd	13	A	1

1856

5	Oberon	Scw	J. Fitchet	95	Dmbtn	1854	Denny &c	Dmbtn	Cly. Austral	—	A	1
6	—	Sw	M Osbrne	267	Sndrld	1838	SOsborne	Shields	Shl. Medit.	8	A	1
7	—	Sr	Rheinlanda	150	Nwcstl	1850	M Wright	Elsin're	Nwc.	9	A	1
8	—	pt I. B. Bk	T Tavern'r	307	Bridpt	1852	Bowring	Liverp'l	Liv. Nwflnd	13	A	1

1857

5	Oberon	Scw	J. Fichet	95 Dmbtn	1854	Denny&C	Dmbtn	Cly. Austral		54
6	—	Sw	M Osbrne	267 Sndrl	1838	SOsborne				55
7	—	Sr	Rheinlanda	150 Nwcstl	1850	M Wright	Elsinore	Nwc.		50
8	—	ptI. B. Bk	TTavernr	307 Bridpt	1852	Bowring	Liverp'l	Liv. Nwfind	13 A	1
		YM.55c.f.		279						55

1858

6	Oberon	Sr	Rheinlanda	150 Nwcstl	1850	M Wright	Elsinore	Nwc.	9	50
7	—	ptI. B. Bk	TTavernr	307 Bridpt	1852	Bowring	Liverp'l	Liv. Nwfind	13 A	1
		YM.55c.f.		279						55

1859

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stores.
1	Oak	Bk	J Fergus'n	352 Sndrl	1854	Wilkinson	Hartlp'l	Cly. Medit.	8 A	1
2	—	Sw	Leighton	257 Mntrs	1851	J&DBirni	Montr's	Mtr. Baltic	8 A	1
3	—	Bg	E. Lothin	170 Whitby	1848	Barnard	Whitby	WtbCoaster	8 A	1
4	—	Sr	J. Steven	98 Dndee	1847	J.Spankie	Dundee	Sld. Coaster	8	
5	Oaklands	Bk	J. Winn	424 Shaldn	1858	J. Clark	London	Lon.	12 A	1
6	Oberon	Sr	Rheinlanda	150 Nwcstl	1850	M Wright	Elsinore	Nwc	9	
7	—	Bk	Symons	307 Bridpt	1852	Bowring	Liverp'l	Liv. S. Amer	13 A	1
8	—	Bk	Symons	307 Bridpt	1852	Bowring	Liverp'l	Liv. S. Amer	13 A	1

Lloyds 1860

7	Oberon	Sr	Rheinlanda	150 Nwcstl	1850	M. Wright	Elsinore	Nwc.	9	50
8	—	Bk	Symons	307 Brdprt	1852	Bowring	Liverp'l	Liv. S. Amer	13 A	1
		YM.58c.f.		279						58

Lloyds 1861

6	Oberon	Sr	Rheinlanda	150 Nwcstl	1850	M. Wright	Elsinore	Nwc.	9	50
7	—	Bk	W. Evans	307 Brdprt	1852	Hoblay&c	Carorvn	Bng. S. Amer	13 A	1
		r.&YM.61c.f.		279 Drp. 61						2,61

1862

9	pt.I.B. Bk	W.Evans	307	Brdprt	1852	Hoblay&C	Carnrvn	Bng.S.Amer	13	A 1	50
	r.&YM.61c.f.		279	Drp.61							2,61

1863

8	I.B. Bk	W.Evans	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Bng.S.Amer	13	A 1	11,61
	r.&YM.63c.f.	Blake	279	Drp.61					Sws.S.Amer			10,63

1864

Oberon	I.B. Bk	Blake	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Sws.S.Amer	13	A 1	11,61
	r.&YM.63c.f.		279	Drp.61								10,63
		S.H. Towill	1181	211.2 25.6 22.6	P. Glas	1864	Rowring&	Liverm'l	Cly. India			△ 1

1865

7	I.B. Bk	Blake	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Sws.S.Amer	13	A 1	11,61
	r.&YM.63c.f.		279	Drp.61								10,63
		S.H. Towill	1181	211.2 25.6 22.6	P. Glas	1864	Rowring&	Liverm'l	Cly. India			△ 1

1866

8	I.B. Bk	Blake	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Sws.S.Amer	13	A 1	11,61
	r.&YM.63c.f.		279	Drp.61								10,63

1867

8	I.B. Bk	W.Jones	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Bng.S.Amer	13	A 1	6,66
	r.&YM.66c.f.		279	Drp.61					Cont.65-	9	7,66	△ 1

1868

6	I.B. Bk	W. Jones	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Bng.S.Amer	13	A 1	6,66
	r.&YM.66c.f.		279	Drp.61					Cont.65-	9	7,66	△ 1

1869

6	I.B. Bk	W. Jones	307	112.5 24.2 14.7	Brdprt	1852	Hoblay&C	Carnrvn	Bng.S.Amer	13	A 1	6,66
	r.&YM.66c.f.	J. Jones	279	Drp.61					Cont.65-	9	7,66	3,70

1870, surveyed A1 in March at Bangor.

**1870-71.** **0**

No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	Years Assigned.	Character for Hull and Stores, also Date of Last Survey.
				Length.	Breadth.	Depth.	Where.	When.					
1	Oban	Sr Williamsn I.B.	63	61-0	18-0	9-0	Sndrl'd Gardner	1861 11mo.	Williamson	Boston	Bos.	8	8,66
2	Oberlin r.&YM.66pt.I.B.	Bg J.M'Farlane	263	109-5	26-0	12-9	Mrmci Hendron	1865 10mo.	J.M'Farlane	Dunedin	Liv.C.G.H. (A.&C.F.)	7	A 1 6,66
3	Oberon r.&YM.70c.f.	Bk J.Jones	307 279	112-5	24-2	14-7	Brdprt	1853	Hobley&Co.	Carnarvon n.r.Bug.70	Bng Nagaski Cont.65-	13 9	A 1 3,70

1871

**1871-72.** **OBA**

No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	Years Assigned.	Character for Hull and Stores, also Date of Last Survey.
				Length.	Breadth.	Depth.	Where.	When.					
1	Oban	Sr Williamsn I.B.	63	61-0	18-0	9-0	Sndrl'd Gardner	1861 11mo.	Williamson	Boston	Bos.	8	8,66
2	Oberlin r.&YM.66pt.I.B.	Bg J.M'Farlane	263	109-5	26-0	12-9	Mrmci Hendron	1865 10mo.	J.M'Farlane	Dunedin	Liv.C.G.H. (A.&C.F.)	7	6,66
3	Oberon r.&YM.70c.f.	Bk J.Jones	307 279	112-5	24-2	14-7	Brdprt	1852	Hobley&Co.	Carnarvon n.r.Bug.70	Bng Nagaski Cont.65-	13 9	A 1 3,70

1872 not listed

## Appendix C - Extract from Mercantile Navy Lists 1857 to 1885.

Mercantile Navy List, 1860, page 572

Ship: OBERON

Image source: [clip](#)

Year 1860

39332	Norman, Trinidad	7226	Novar, Inverness	41912	Oasis, Halifax, N. S.
14525	Norman Morison, London	15118	Novelty, Belfast	31588	Oberon, Hobart Town
27881	Normanby, Hartlepool	41278	Novelty, Belize	24218	Oberon, Liverpool
14507	Normanby, Newcastle	19696	Novice, Lerwick	32577	Oberon, Sydney

Mercantile Navy List, 1871, page 257

Ship: OBERON, Sail

Image source: [clip](#) Crew List Index Project

Year 1871  Image 339

50870	Oberlin, Adelaide, S.A.	W.K.T.G	263	Philip Manuel, Port Adelaide, S.A.
24218	Oberon, Carnarvon	N.V.T.K	264	Thos. Hobley, Segontin Terrace, Carnarvon.
48803	Oberon, Liverpool	V.W.H.L	1180	C. T. Bowring and Co., Liverpool.
52351	Oberon, Sydney, N.S.W.		40	Jno. Taylor, Balmain, Sydney, N.S.W.
22677	Oberon, Jersey	N.M.K.S	271	George Deslandes, 23, Commercial Buildings, Jersey.

Mercantile Navy List, 1872, page 363

Ship: OBERON, Sail

Image source: [clip](#) Crew List Index Project

Year 1872  Page 363

50622	Oasis, Yarmouth	Sr.	Yarmouth	1870	..	20	Frederick Lamb, Yarmouth.
29184	Obadiah, Liverpool	F.	Winsford	1858	..	59	John Albiston, Winsford, Cheshire.
43751	Oban, Boston	Sr.	Sunderland	1861	T.Q.G.P	53	Thomas Williamson, Boston, Lincolnshire.
42411	Oban, St. John's, N.F.L.	..	..	..	..	129	Samuel Winsor, Swan Island, Newfoundland.
40140	Obdulia, Trinidad	..	..	..	..	9	Edward Brown, Port of Spain, Trinidad.
50870	Oberlin, Adelaide, S.A.	Bg.	Miramichi, N.B.	1865	W.K.T.G	242	Philip Manuel, Port Adelaide, S.A.
24218	Oberon, Carnarvon	Bk.	Bridport	1852	N.V.T.K	264	Thos. Hobley, Segontin Terrace, Carnarvon.
48803	Oberon, Liverpool	S.	Port Glasgow	1864	V.W.H.L	1180	C. T. Bowring and Co., Liverpool.
60961	Oberon, London	S.	Pointhouse	1869	J.S.W.F	1193	Shaw, Maxton, & Lowther. 2 Royal Exchange

Not listed after 1872

## **Appendix D - The Timeline for the *SV Oberon*.**

- 1852 Built by John Cox at West Bay Harbour, Bridport, Devon. Owned by C.T.Bowring & Company, Liverpool. Voyaging Liverpool to Newfoundland.
- 1859 Trading South America / Brazil to Liverpool.
- 1860 1<sup>st</sup> April incident at St Patrick's Causeway. Master and crew abandoned ship which was subsequently salvaged intact.
- 1860/61 Ship purchased by Thomas Hoble & Co, Segontin Terrace, Carnarvon. Resumed trading to South America until 1869.
- 1861 Surveyed in February at Bangor. Home port Caernarvon.
- 1863 Trading from Swansea / South America.
- 1870 Surveyed A1 in March at Bangor.
- 1870 / 71 Voyages to Nagasaki – according to Lloyds.
- 1871 Stranded/wrecked Lloyds: on passage Middlesbrough to Buenos Ayres carrying Iron.
- 1872 Note on Appropriation Register of 'Lost adv 27<sup>th</sup> March 1872'.

## Appendix E - Extracts from contemporary newspaper reports.

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

CRICCIETH. SHIPWRECK OFF MOCHRAS POINT.-A shipwreck occurred at this point on Sunday morning last, which has resulted in the death of one of the crew. The ship "Oberon", Captain Symons, was bound from the Brazils to Liverpool, with a cargo of sugar, cotton, and hides. During the night the weather was thick and hazy, and the captain mistaking the lights, the ship struck at three o'clock on the eastern end of Sarn Badrig, (St. Patrick's Causeway) some four or five miles off Mochras Point. The crew, with the captain, to the number of 15, put off in a small boat, and were tossed about in the bay for some hours. At half-past 7 o'clock, the crew of the Portmadoc Life-boat, stationed at Criccieth, descried a ship aground in the distance, but could not descry any signals of distress. A short time afterwards, however, they saw, from the castle, a boat full of people bearing towards the breakers along shore, the boat apparently making for Portmadoc bar. They instantly hoisted a signal flag upon the Castle-hill, which was seen by the boat's crew, and put off at once in the life-boat to their assistance. About half-past 9 o'clock, they came alongside the boat, the crew of which were at once removed into the life boat, most of them being in a very exhausted state, from cold and starvation, as they were all very lightly clad. They were all landed safely at Criccieth, but one of the crew died about 10 minutes after he had been taken ashore. In consequence of this, J. Williams, Esq., surgeon, of Talarvor, was sent for to attend to the crew, who were all in the meanwhile removed to the White Lion, and the Brynhir Arms, Criccieth, where they received every attention. We are glad to say that the life-boat on this occasion acted most admirably, notwithstanding that she had some 26 persons on board, on her return to Criccieth. 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. On that occasion the National Life-Boat Association awarded one pound each to the men for their services.— An inquest was held at the White Lion Inn, on Monday last, before Dr. Hughes, coroner, on the body of the unfortunate seaman who died, when after hearing the evidence, the jury returned a verdict that the deceased had come by his death from exhaustion, produced by cold and exposure. We may also add, that Captain Symons, desires, through our pages, to return his grateful thanks, on behalf of himself and the crew, to the inhabitants of Criccieth and Portmadoc, for the great kindness which they experienced from them on this trying occasion.

This report, relating to the Barmouth Lifeboat's response, appeared in the 'Chronicle' of the following week:

CRICCIETH. THE WRECK OFF MOCHRIS (SIC) POINT.—. . . We now subjoin further details. Some time after the crew left the stranded ship, the wreck was seen from Barmouth, and the crew of the life boat which is

stationed there, at once put out to sea for the wreck, and discovered on arriving at it, that no one was on board. They stopped with the ship, and as on the following day the wind changed to the east, she was got off the reef at spring tide, and then floated towards Portmadoc, and went on shore on the Portmadoc side of Mochris [Mochras] Cap, which is within the Portmadoc district. As the hull of the vessel is but slightly, if at all injured, it is probable that the greater part of the cargo will be saved, especially the hides and the cotton. The sugar has fared worse, but of this, up to Tuesday last, 278 bags have been taken on shore. During the spring tides, the ship is dry at low water, but the squally weather which has prevailed has prevented the landing of the whole of the cargo.

Naturally, it was the Criccieth lifeboatmen and their boat which attracted praise in this report:

It is now ascertained that but for the timely arrival of the Portmadoc life-boat, the whole of the crew must have perished, and, we are sorry to say, the crew lost nearly all their clothes and their property. On learning this, collections were made in the different dissenting chapels in Portmadoc, and the sum of £12 was handed over to Capt. Mathew [Capt. Edward Windus Mathew of Wern] for the poor men. A letter had also been received from the committee of the National Life-boat Institution in London, stating that in consequence of the crew of the life-boat having saved so many lives, each of the men will be awarded a double payment. Indeed, the conduct of the men, and the admirable qualities displayed by the boat in the heavy sea, have been the themes of general conversation in the neighbourhood. Attempts have been made to right the ship, but by reason of the cargo having rolled to one side, the attempts have not yet been successful. We understand that the Barmouth Lifeboat people have claimed salvage to the amount of £3,500; but as the owners of the ship, Bowering Brothers and Co., Liverpool, have refused to pay so large a sum, the matter will probably have to be settled in the Admiralty Court (*N.W.C.* April 14, 1860).