

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

On-line research into the wreck of the:

Two Brothers

March 1907



Report Title:

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(North Cardigan Bay)
On-line research into the wreck of the:
*Two Brothers***

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Date:

February 2021

Report Ref:

1.0 Index

1.1 Table of Contents	Page No.
1.0 Index -----	3
1.1 Table of Contents	3
1.2 List of Pictures	4
1.3 Contributors	4
1.4 Abbreviations	4
2.0 Introduction -----	5
3.0 Background -----	6
4.0 Research Methodology -----	7-8
5.0 Results -----	9-16
6.0 Analysis -----	17
7.0 Conclusions & Recommendations -----	18
8.0 Addendum _____	19
9.0 Further Information _____	20- 23
10.0 Updated Conclusions & Recommendations _____	24
11.0 References -----	25
 Appendices:	
Appendix A - Lloyd's Register entry -----	26
Appendix B - Lloyd's List Tuesday 19th March 1907 -----	26
Appendix C - The Cambrian News and Merionethshire Standard -----	27
Appendix D - Rhiw.com Shipbuilding at Pwllheli -----	28
Appendix E - Lloyds Register 1909 – Owners (W) -----	28
Appendix F - Lloyds Register – final entry for Two Brothers -----	29
Appendix G - Press Report – the abandonment of the Two Brothers ----	29
Appendix H - Masters and owners of the Two Brothers -----	30-31

1.2 List of Pictures

Page No.

Front Cover:	The schooner Olympe (1860) stranded on Gunwalloe Church Cove beach. Gibson & Sons of Scilly, October 1910, © National Maritime Museum Collections	1
	Abersoch 1900	9
	Porthdinllaen lifeboat station (courtesy of the RNLI)	10

1.3 Contributors

Adrian Corhill for his report on Snaefell
 Ian Cundy
 Chris Holden
 Mel Taylor
 Jessica Maloney

1.4 Abbreviations

MADU.....Malvern Archaeological Diving Unit
RNLI.....Royal National Lifeguard Institute
NAS.....Nautical Archaeology Society

2. Introduction

I chose the Two Brothers Schooner, MADU database number 365, wrecked on 16th March 1907 as it was wrecked in my mother-in-law's lifetime and, while she lived in a different part of the country, I was interested in researching something which happened in a family member's lifetime.

My approach was to look through information I already had, locate where Abersoch is (my first report was also based Abersoch). I read the 7 brothers completed report for anything which may be of relevance and found MADU pages re two brothers.

My questions and aspects to research and obtain information on were:

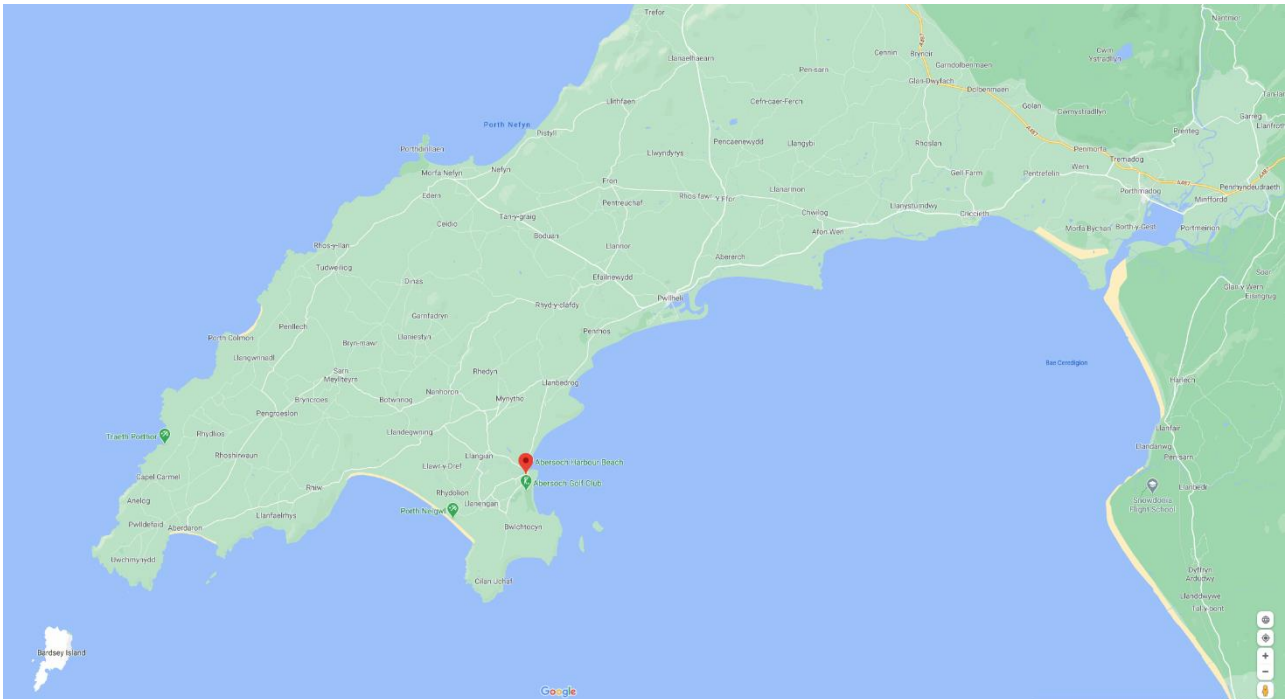
- Where was schooner built and when.
- Look at Carnarvon traders obituaries
- Identify crew and owner.
- Census details
- Lloyds register of ships
- Birth, marriage and death certificates
- According to Henry Parry book a fishing boat was saved Two Brothers of Pwllheli was saved September 10 1903 and 3 saved. Was this the same boat ?
- Is there a ship logbook ?
- Look through MADU and NAS papers for any internet sites that may help

My approach was to find out as much as I could initially and then delve into parts which needed more information.

I have read the reports of others and realise how little I know about nautical terms but need to include what, to most people involved in the project will be very basic, just to remind me.

3. Background

Two Brothers database #365. The database shows the boat (a schooner) was wrecked 16/03/1907 Abersoch Caernarfonshire (rf by Chris Holden and R Cadwalader).



4. Research Methodology

I use an iPad as, due to arthritis, it has the best keyboard that I can comfortably use.

As in my first report, I started by reading about the area and the period before anything else.

I then looked at the details we have and additional items sent to me by others involved in the MADU project.

Even on the Lleyn Peninsula there are a number of vessels named Two Brothers as well as variations on the same theme. It has been useful to be the benefit of other researchers work The starting point is what is shown in database

K #365. 16/03/07 Canarfonshire. Abersoch. Wrecked. Schooner
--

I needed to ensure that I had the correct ship. Mel Taylor sent me the following together with the information that the Two Brothers is unlikely to be one of the wrecks on the beach she is researching:

Lloyds Register entry for 1883:

1883-84 LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING. TWI

1 Official Number. <small>International Code Signal Letters.</small>	2 Ships' Names, &c.	3 Masters.	4 Registered Tonnage			5 Registered Dimensions.			6 Moulded Depth. <small>Foreboard mouldings</small>	7 Engines of Steamers. <i>Builders of Engines.</i> <small>Materials. Repairs of Ships, &c., if Classed.</small>	8 Built.		9 Owners.	10 Port belonging to.	11 Date of Survey.	12 Year of Survey.	13 Character, if Assigned, for Hull and Stow. <small>Also Date of Last Survey.</small>
			Net Gross Under Deck	Length.	Breadth.	Depth.	Where Built.	When.									
541 53855 F.S.B.M	Twilight r.&YM.77pt.I.B.	Bk M'Laughlin	75A 779 718	166-4	33-3	30-8				Quebec Charland	186t 5mo.	Cooke Bros.	Lnderry	Liv. A.A.C.P.	7		10,66
3 22939 N.P.M.F.	Tren	S Robson	681 621 607	167-8	30-0	30-0				Glasgow	1855	E.W.Leyland	Liverp'l				
3 51084	Twin Brothers	Sr J Stephens I.B.	94 102 108	88-4	30-7	10-3			arp.74	Liverpool Dunoon	1865 7mo.	T.Ashburner &Co.	Lancstr	Brw. A.A.C.P.CS	8		11,78
4 78487 S.Masts	Sister	Sr S. McCoubry	193 212 195	124-8	24-8	9-3				United States	1854	J. McCully	Belfast				Stranded
5 22504 N.L.S.F.	Two Brothers	Sr D.Pritchard I.B.	76 78 76	60-7	17-7	10-0			arp.73arp.77	Pwllheli	1851	D.Pritchard Rest.68-8yrs	Carnrvn S.S.Pmd.77 sr.Bug61	Bng. 8yrs	18		A 1 11.51 2, 84

It appears that the ship I am researching has the official number 22504

Master. D Pritchard
Built. Pwllheli 1851
Owner. D Pritchard

This fits with the information I already have.

In addition I looked at the websites:

BBC North West Wales https://www.bbc.co.uk/news/wales/north_west_wales

British Library <https://www.bl.uk/>

Cambrian News Archives

Census reports <https://www.archives.gov/research/genealogy/census/about>

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

Crewlists and ship masters

<http://www.crewlist.org.uk/>

Google

<https://www.google.com/>

Find My Past

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

Nefyn.com

<http://www.nefyn.com/>

RNLI

<https://rnli.org/>

Local news

5. Results

Locations:

Abersoch

Abersoch is a village in the community of Llanengan Gwynedd on the east facing south coast of the Llyn Peninsula. It is 7 miles SW of Pwllheli. Originally a fishing port, Abersoch is now a tourist centre, specialising in dinghy sailing and water sports. The village has had a lifeboat station since 1869. The 2011 UK census showed that 60% of the population had no Welsh identity and 34% identified themselves as Welsh only. It had a population of 783 in 2011.



Abersoch 1900

Pwllheli

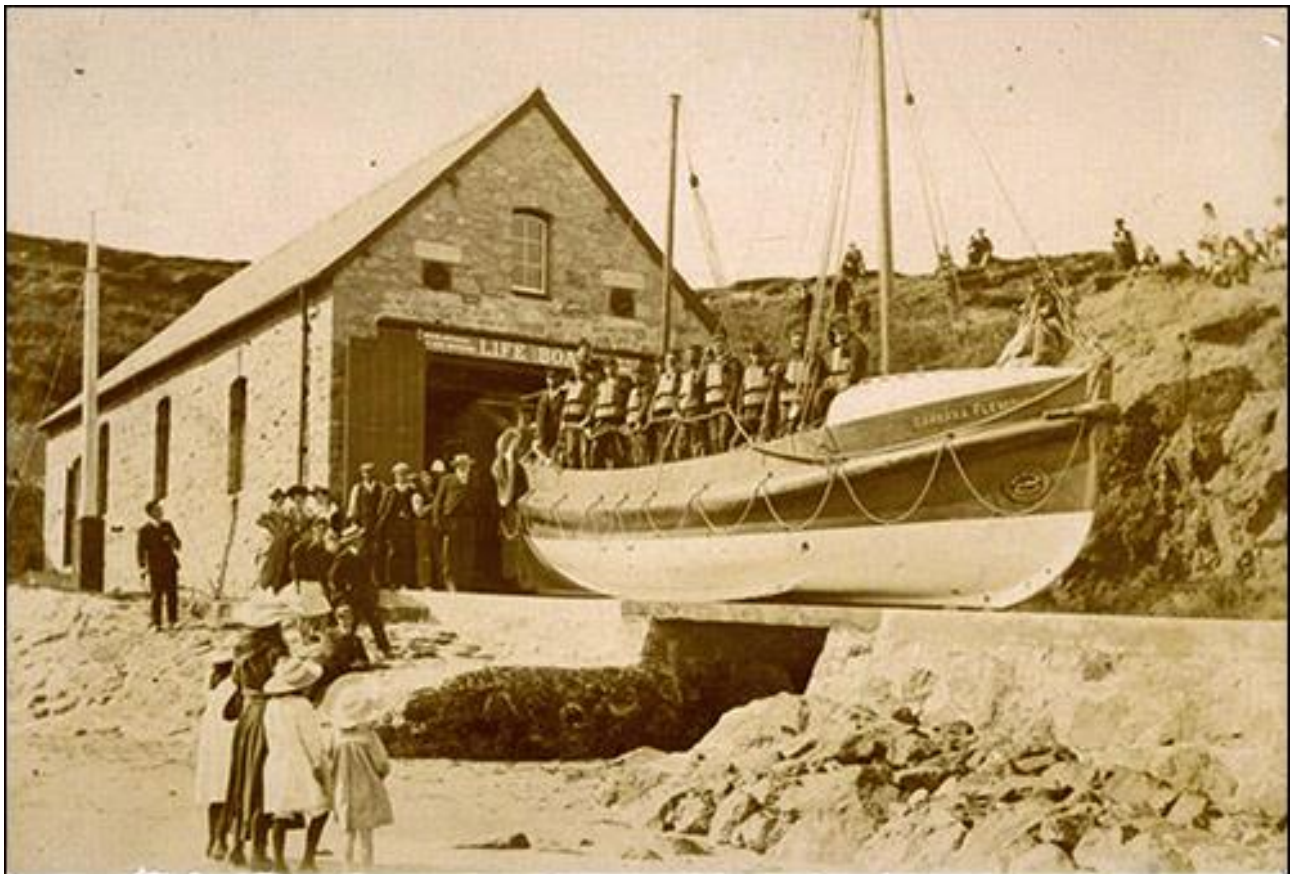
Pwllheli is a market town and community of the Llyn Peninsula. It had a population of 4076 in 2011, 81% are Welsh speaking. It has a range of shops and other services. As a local railhead with a market every Wednesday, the town is a gathering point for the population of the whole peninsula. The town's name means saltwater basin. The town grew around the shipbuilding and fishing industries and the granite quarry at Gimlet Rock.

Pwllheli is a hub for water sports, has a large and modern marina and is home to the Welsh National Sailing Academy. Pwllheli had always been known as the main fishing port of the Llyn. The sheltered harbour was an ideal location for the fishing boats to dock and unload their catch. There is also a long tradition of boat building; some of the biggest and best vessels of the time were built at Pwllheli. The industry remains strong today with a number of boatbuilders and repairers sited in and around the new marina.

Porthdinllaen lifeboat station

The original lifeboat house and slipway at Porthdinllaen, on the Llŷn Peninsula, were constructed when the RNLi established a station here in 1864. The facilities were upgraded in 1888 and 1925, when the slipway was lengthened.

The photo (courtesy of the RNLi) shows the station and slipway with the boat *Barbara Fleming* (stationed here 1902-1926), and the station's first motor lifeboat, ON695 *M.O.Y.E.* (1926-1949).



What is a schooner?



Sailboat.



Ketch



Cutter



Catamaran.



Schooner



Sloop



Yawl.



Monohull



Motor sailer

A schooner is a two or more Masted, fore and aft rigged sailing vessel having the rear mast taller or equal in height to the foremast. A schooner can have two to seven masts.

The schooner fell out of favour after having a very dominant place in sailing history for a long time. Early in the 18th century on into the 19th they became widely popular for their speed, versatility, and upwind prowess, which by today's standards is not good, but at the time was better than the larger unwieldy ships of the day.

By definition, a schooner is a sailboat with at least two masts, with the forward mast (foremast) being a bit shorter than the main mast. Although a schooner can have more than two masts, most were just two. During the time of their popularity this smaller and better upwind set up allowed for a more efficient and manageable sailboat. It was the preferred choice of pirates, privateers, slaveship captains and others.

Although schooners filled a need at the time, they were eventually all but replaced with sloops and yawls that were even better upwind and easier to manage. The schooner's two large sails were not all that efficient and there was a lot of sail to deal with. Perhaps yawls and ketches are still around mainly for that reason – the second sail is pretty manageable – a schooner, on the other hand, was (is) a lot of work and a lot to maintain.

Other industries

Whilst reading about the 19th century on Lleyn Peninsula, I came across, on the British Library website, a doctorate by Daniel Rhydderch-Dart for Bangor University entitled Making communities in modern Wales: Caernarfonshire in the late Victorian and early Edwardian eras. (Date of award 2020)

The full thesis makes very interesting reading and I reproduce the Abstract below as it may pertain to the Two Brothers eventual fate:

"This study analyses local communities in Caernarfonshire in order to offer new perspectives on Welsh society in the late Victorian and early Edwardian eras. This has been seen as a period of major change in Wales characterised by

economic modernisation and national awakening. However, with some notable exceptions, previous research has mainly focused on the industrialised communities of the south Wales coalfield, and the diversity of experiences across Wales has been more often acknowledged than researched. After setting the subject in a wider historiographical context which highlights the limitations of established narratives and identifies key areas requiring investigation, the thesis devotes a series of chapters to case studies of Caernarfonshire's urban, maritime and agricultural and industrial communities. The use of specific case studies aims to address the challenge posed by the complex and multilayered nature of communities. Caernarfonshire was geographically diverse and contained communities different in make-up and outlook. Agricultural areas were dominated by a few landowning families distanced by language, religion and politics from the majority of the county's inhabitants. Fishing and maritime trade provided the economic basis for coastal communities such as Porthmadog, while the growth of the tourist trade in Llandudno gave rise to a different kind of community. The development of the slate industry, much of it by large landowners, transformed the county giving rise to population movement and industrial urbanisation. The urban communities studied are Caernarfon, Conwy and Pwllheli. The agricultural/maritime settlements analysed are Carnguwch, Tudweiliog, Pistyll and Betws-y-Coed and the industrial areas are upper Llanwnda and the lower part of Llanberis parish. The census returns for 1881 and 1901 form the basis of the analysis and profiling of the chosen communities. These sources, which are as inclusive as it is possible to be, help give a common analytical structure to the examination of the communities. This quantitative analysis is extended and enriched with qualitative evidence by using a wealth of other sources such as court records, council archives, school logbooks, contemporary reminiscences and newspapers which help to humanise the study. This combination of analytical methods facilitates the analysis of the selected communities in Caernarfonshire and how they developed and changed over the period "

Interestingly the full report barely mentions shipping or boatbuilding

The Fishing Community and Life on the Lleyn Peninsula

A radio series 2009/10 follows life as a Lleyn Peninsula fisherman. Below is from a report by the producer Rachel James

Years ago, most of the local families in the village would have earned their living directly from the sea, but today just five fishermen remain. They go out for long hours at a time and in all weathers to catch lobster and brown crab.

"I feel as if I've been on quite a journey making this series," admits Rachael. "I've been to Aberdaron during every season and seen the sea in all its moods - from being like a mirror, what the fishermen call 'flat calm' to wild, stormy and blowing a gale.

"But I've also been impressed to see how hard the fishermen and their families work to make a living in a very remote part of Wales; how passionate they are about their work and local area and despite tough competition from abroad; how determined they are to stay making their livelihoods from the sea."

The five fishermen are all very different characters. There are two full-timers, including Steven Harrison who left school and started fishing when he was 15.

Together with his wife Natalie, he also runs a cafe and fish and chip shop in the village.

Then there's the longest serving member of Aberdaron's fishing community, Idwal Moore, who has been fishing for shellfish for more than 40 years.

Ernest Evans and his son Colin have a strong connection with Bardsey Island. Ernest was born on the island and still fishes its waters. He and his wife Christine also spend half the year living on Bardsey, while their son Colin spends his summers ferrying passengers and cargo to and from the island, fishing when he gets a chance in between.

Finally, there's Huw Erith, a man who seems to be able to turn his hands to anything; building, dry-stone walling, fishing and even writing poetry and songs in his spare time.

The series follows a year in the lives of these five men and their families. Through them we find out what it's like to live and work in a challenging environment, completely at the mercy of the weather, involved in an industry which internet many ways hasn't changed for centuries

Stories of Nefyn gives an account of the sort that life most people led on the Lleyn peninsula in the late 19th and early 20th century¹.

The children all helped their parents scrape a meagre living off the land but life was difficult and the children went to find alternative work at an early age as housemaids, miners and emigration

Travel to 'the peninsula was not easy and despite the beauty of the area, there were many places easier for tourists .

The railway came to Pwllheli 1869 but roads to Abersoch and other places south were probably little more than tracks.

As a result the Lleyn Peninsula did not benefit from the growth of the tourist industry as did much of England, Wales and Scotland. This growth not only brought work for local 'people but led to an infrastructure being built.

Some of the happenings along the coast of Lleyn 1647-1942 compiled by a grateful customer for The Ship Hotel Aberdaron and used with thanks to Alun Harrison shows one entry for 1907 "Schooner Two Brothers lost off Abersoch"².

¹ <http://www.nefyn.com/Stories/NefynBeachCorner.aspx>

² <http://www.aberdaronlink.co.uk/downloads/maritime-dates.pdf>

It appears that Two Brothers was built in 1851 and owned by David Pritchard who was also the ships master. He may have died 1863 or simply retired but he was possibly replaced by his son, also David Pritchard, who was a Master Mariner with Owen Pritchard (possibly a relation). At the time of the 1881 census there was a third member of the crew, Evan Jones.

At sometime the owner was replaced by Mrs Dorothy Morris a woman of independent means, possibly David's aunt.

It would be possible but time consuming to do a Pritchard family tree but I do not consider that this would add to the history of the ship. A search of Find my past shows hundreds by the name David Pritchard within 5 miles of Pwllheli.

RNLI and Cambrian news backed up by the ship register show no evidence of the Two Brothers existing after 1907. of the happenings along the coast of Lleyn 1647-1942 compiled by a grateful customer for The Ship Hotel Aberdaron and used with thanks to Alun Harrison shows one entry for 1907 "Schooner Two Brothers lost off Abersoch"

The reports kindly provided by Chris Holden from his research are as follows:

Construction Materials: Wooden Hull.

Weight: 57 tons. Master. Captain Morris, Borth-y-Gest. Owners. Mrs. Dorothy Morris, 19, Ralph Street, Borth-y-Gest.

The Welsh Coast Pioneer and Review for North Cambria. 21st March 1907.

Sailed. Two Brothers, Morris, Cork. Portmadoc.

The Cambrian News and Merionethshire Standard. 22nd March 1907.

THE STORM. Saturday night's hurricane from the S.S.W. was severely felt in Portmadoc harbour. About seven o'clock when the spring tide was coming in, the ketch Francis was blown against the ballast wharf, causing a big hole in her side. Soon after the "M A James" and the "Rose", of Torridge, and the "Mary Annie", which are undergoing repair, were driven off their moorings, but excepting the "Mary Anne" which had her rigging much damaged by the bowsprit of the "Tyne", they escaped without injury, as did the "Jennie Jones." which broke adrift from the wharf a few minutes later. About nine o'clock, the tidal wave or "the bore" as it is frequently called, came, causing the tide to rise three or four feet in a few minutes; and flooding all the quays to a depth of twelve to eighteen inches. The flood, which went down in half an hour, wrought practically no damage. The tide swept clean over the Embankment, carrying huge pieces of timber to the road below. Fears that the foundations of the railway had been affected happily proved groundless.

Captain John Jones. Borth-y-gest, the managing owner of the "Mary Annie" had a narrow escape from death. The hatches were open, and in going about in the dark, he fell through one of them, but fortunately his arm caught the pale spanning the opening known by mariners as the for and after, and he managed to retain his hold. Mr John Williams, the well-known pilot suffered somewhat severe injuries when piloting the ketch "Falcon" into the harbour on Sunday night. The topmast broke and fell on his head and

he had to be conveyed home in a bus and medically attended. It appears that the "Falcon" became stranded on the Morfa Bychan side of the bar early on Sunday and that for some time she stood high and dry. Indeed, the pilot boarded her from the beach. The **Two Brothers drifted from the Roads on Saturday night, but escaped serious mishap and entered Pwllheli harbour next morning.**

 FROM THE ON-LINE TRANSLATION -- THE LATEST STORM. This clipper happened to be at Saint Tudwals during the terrible storm on Saturday night. I thought that the clipper would probably be ashore in the open. We could almost stick to the anchors. We were afraid that the two anchors would tear the bow of the ship because the ship was being thrown up and down by the terrifying tones. We noticed at night that the "Two Brothers" (Captain Morris, Borth-y-Gest) were in danger. He gave signals for help. The Abersoch biographer replied immediately. How the lifeboat crew could launch it in the middle of the storm, I don't know. The shores were white by the tinkles of the raging tones - (goat! Good sentence, isn't it?). The lifeboat hurried through the darkness to the "Two Brothers," and rescued the crew. It is only the experience and the work that a biographer can do that can give a proper idea of the value of a lifeboat, and the integrity of the crew. Self-sacrifice and the dangers of ambassadors are much talked about, and I would not wish to depreciate that; but they are nothing more than the dangers and self-sacrifice of a life-giving crew at a time like the above. All chapels, Churches, and public Councils should contribute annually to the maintenance of Foundation v Lifeboats.

RNLI The lifeboat November 1907 from report in RNLI archive 'The lifeboat journal'

"Abersoch, Caernarfonshire

The Lifeboat Oldham was launched on service at 11pm on the 16th March in answer to signals of distress made by the schooner Two Brothers ,of Carnarvon. There was a whole SSW gale blowing and a very heavy sea, and on arrival at the vessel it was found she had parted one of her chains and was in danger of drifting ashore. The four men on board were rescued and landed at Penrhyndu Point. During the night the wind veered to the west and the schooner rode out the gale. At 7am the crew were able to return on board and took the schooner into Pwllheli Harbour to await the arrival of new cable and anchor. The vessel was bound for Cork at the time with a cargo of slates"

The CLIP site

The following information about Two Brothers is taken from the above website

Year:	
Official number/Ship name:	22504 Two Brothers
Tonnage:	80
Type of ship:	Schooner
Port of registry:	Caernarfonshire
Date of registry:	
Owner:	David Pritchard

From 1909 there is no longer an entry for Two Brothers 22504 Carnarvonshire

Two Brothers 22504 Owners/owner managers:

1866 Robert Griffith

1868 Robert Pritchard

1880 David Pritchard Pwllheli

1891 Hugh Williams. Brynmor House Maelfra Anglesey

1905 Mrs Dorothy Morris 19 Ralph Street Borth y Gest Portmadoc yo

Vessel	Name/s	Two Brothers		
	Type	Schooner		
Built	Date	1851		
	Location	Pwllheli		
Construction	Materials	Wooden Hull		
Propulsion	Type	Sail		
Dimensions	Length	60 ft	7 ins	
	Beam	17 ft	7 ins	
	Draught	10 ft	0 ins	
Tonnage	Gross	76		
	Net	76		
Owner	First	R. Griffiths		
		Pwllheli		
	Last	Dorothy Morris or Evan Williams		

6. Analysis

For all the reports in the results, the lifeboat report is the most credible. There was no loss of life or even injury, the Oldham lifeboat picked up the four crew landed them at the safest mainland point continued on what was clearly a very busy and stormy night. At 7am the crew (who had barely left their home port) took the schooner into Pwllheli to await the arrival of a new cable and anchor.

I am guessing but I imagine the owners and crew (probably a family concern) had the same sort of discussion that we have with repairing, selling or scrapping a car after it has failed its MOT.

- The days of the beautiful wooden schooner were over (see section x)
- Did they want to put more money into the business
- Was there any future for the schooner
- Sea crossing from Pwllheli to Ireland was dangerous

I think the family decided to scrap the boat and have it deleted from the national records As the schooner was built from wood, it was probably broken up and sold for firewood or refuse.

7. Conclusions & Recommendations

The schooner was not wrecked, but made redundant. There isn't a wreck site to dive and the owners and people of Pwllheli would have ensured (given the local poverty) that every piece was reused so it is unlikely that any scrap remains

No further action is recommended

8. Addendum

However, it shows how dangerous it is to assume too much in research, I passed my report to my daughter who's a professional researcher with access to better search tools and she has found that the family obviously decided to replace the chain and the anchor and it continued working until September 1908.

9. Further Information

Two Brothers

Researcher	MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Materials	Ref.	L	B	D	L	B	D	Tonn	Gross Ton	Net Ton	Year Built	Additional Notes
	365	3/16/1907	Two Brothers	Caernarfonshire	Abersoch	Wrecked	Schooner		rc, ch											

2020 - www Research Data Base – Master

Researching the Two Brothers Schooner, wrecked Abersoch 16th March 1907.

The 'Shipping Gazette and Lloyds List' Tuesday 19th March 1907, has a report of the schooner Two Brothers of Carnarvon, Morris, travelling from Portmadoc to Cork with a cargo of slates parting with its starboard chain the day before March 17th. The crew were landed at Abersoch by lifeboat.

However, the boat was not wrecked in March 1907. As Lloyds List reports:

“The weather having moderated this morning, arrangements were made with men from the short to assist in getting up the anchor and the vessel has arrived here. No damage sustained.”³

The write up of “The Storm” in The Cambrian News and Merionethshire Standard 22nd March 1907. References “Saturday night’s hurricane” (Saturday 16th March) and says “The Two Brothers drifted from the Roads on Saturday night, but escaped serious mishap and entered Pwllheli harbour next morning”⁴.

However, a customer of The Ship Hotel, Aberdaron compiled a list of “Some of the Happenings along the Coast of Llyn, 1647 – 1942”, which lists 1907 Schooner 'Two Brothers' lost off Abersoch”⁵

The History of the Two Brothers

While there is more than one boat called the Two Brothers (the MADU database has entries to research a smack and a schooner wrecked within four years of each other), it may be helpful to trace the ownership and Ship’s Masters of the Two Brothers which was Captained by ‘Morris’ in 1907. This is the Two Brothers which was caught in the storm of 16th March, which was written up in Lloyds List.

In 1907 Lloyds Register of Shipping Sailing Vessels⁶ There are three ‘Two Brothers’ (though it should be remembered that this would usually only list vessels over a certain size). 22504 is Captained by R.O. Morris – 05 the vessel is 76 tons. It was built in 1851 in Pwllheli and its owner is listed as E. Williams. Its port is Carnarvon. In the list of owners in the Register E. Williams is Evan Williams of Barth-y-geat, Portmadoc, who owns the Two Brothers (76 Net Tons) and the Walter Ulric (91 Net Tons).

³ Appendix B. <https://www.britishnewspaperarchive.co.uk/viewer/bl/0001941/19070319/288/0014>

⁴ Appendix C <https://newspapers.library.wales/view/3410313/3410315>

⁵ <http://www.aberdaronlink.co.uk/downloads/maritime-dates.pdf>

⁶ <https://archive.org/details/HECROS1907SV/page/n353/mode/2up>

The reference 22504 and the date (1851) and place the vessel was built enables the ownership and captaincy of the vessel to be traced through the Lloyd's Register.

The first appearance of the Two Brothers is in the 1851 Register. The vessel isn't in the main register, it is in the Supplement on page 710 – a new ship, not registered⁷. While the tonnage is higher than in the 1907 entry (at 81 tons) the date and location of the build correspond with 1907.

The next year, 1852, the Schooner appears in the main Register.⁸

The Master and Owner are both listed as R. Griffiths. R Griffiths appears to have been the Master and Owner of the Two Brothers between 1851 and 1857. In 1857 he remained the owner, but the ship had a new Master, "Williams"⁹. Also in 1857 the ships tonnage changed from 81 tons to 76 tons. It's not clear whether something changed with the ship, or whether its tonnage was simply reassessed. The William/Griffith combination continued until 1861 when H. Pritchard became the ship's new Master. R. Griffith remained listed as the owner¹⁰. This pairing continued until 1868.

In 1868 the Pritchards took over the ownership of the Two Brothers with H Pritchard and R. Pritchard being listed as the ship's Masters and the owners listed as R. Griffith followed by "Pritchard&"¹¹

Curiously the website www.rhiw.com lists the Two Brothers (Schooner, 80tons, Rob Griffith) as being lost 19-9-1868¹². It is unclear whether this is a mistake or if there is a story to the transition from Griffith to the Pritchards.

R Pritchard continued as the ship's Master until 1872, when D Pritchard took over. At this time the recorded ownership also changed from Pritchard&C to R. Pritchard¹³.

The 1873 Register is unavailable via archive.org and by 1874 D Pritchard was both the Master and the Owner¹⁴ he continued as Master and Owner until around 1891 (though there is the possibility that there could be more than one D. Pritchard). The 1891 archive is also unavailable via archive.org but the Mercantile Navy List, 1891, p648 lists the 1851, 76 ton schooner (Official no. 22504) as being owned and managed by Hugh Williams, Brynmor, Anglesey¹⁵. H Williams appears in the Lloyds Register as the Captain and Owner between 1892 and 1894¹⁶ however the Two Brothers does not appear between 1896 and 1898 on the

⁷ <https://archive.org/details/HECROS1851/page/n709/mode/2up>

⁸ <https://archive.org/details/HECROS1852/page/n505/mode/2up>

⁹ https://archive.org/details/hecros1857_202002/page/n583/mode/2up

¹⁰ <https://archive.org/details/HECROS1861/page/n635/mode/2up>

¹¹ <https://archive.org/details/HECROS1868/page/n679/mode/2up>

¹² https://www.rhiw.com/y_mor/adeiladu_llongau/pwllheli.htm also Appendix D

¹³ <https://archive.org/details/HECROS1872/page/n601/mode/2up>

¹⁴ <https://archive.org/details/HECROS1874/page/n755/mode/2up>

¹⁵

<https://www.crewlist.org.uk/data/viewimages?year=1890&name=TWO+BROTHERS&steamsail=Sail&year=1891+&submit=enter>

¹⁶ <https://archive.org/details/HECROS1892SV/page/n659/mode/2up> ,

<https://archive.org/details/HECROS1893SV/page/n645/mode/2up> ,

<https://archive.org/details/HECROS1894SV/page/n633/mode/2up>

Lloyds Register via archive.org. It is still listed on the Mercantile Navy List on crewlist.org and between 1895 and 1898 Hugh Williams remained the Managing Owner¹⁷

In the 1899 Lloyd's Register three Masters are listed J. Thomas (crossed through), H. Jones (crossed through) and J. Jones, H Williams was still the owner¹⁸. J. Jones remained the Master until sometime between 1901¹⁹ and 1903 (in 1902 only the Steamers register is available via archive.org).

In 1903 W. Jones is crossed through as the ship's Master. H Williams is listed as the ship's Master and as the owner. This remained the case until around 1905-1906. In Lloyds Register 1905²⁰ the Master and Owner were H Williams, only the Steamers register is available for 1906, however on the Mercantile Navy List the managing owner was listed as Mrs. Dorothy Morris, 19 Ralph Street, Borth-y-Gest, Portmadoc²¹.

In 1907 the Mercantile Navy List still lists the owner as Dorothy Morris²². However the owner in the Lloyds Register is E. Williams²³(Williams, Evan, Borth-y-gest, Portmadoc, owner/manager of Two Brothers and also the Walter Ulric). The Master was R.O. Morris. This corresponds with the Morris in press reports from 16th March 1907.

Only the Steamers register is available for 1908 on archive.org and there is not a 1908 Mercantile Navy List on crewlist.org.uk.

However, in 1909 the 1851, Pwllheli built, Two Brothers does not appear on the Mercantile Navy List.²⁴ It does still appear on the Lloyds Register. R. O. Morris is crossed through as Master and A. Jenkins is listed as the final Master of the Two Brothers. E. Williams remains the Owner on the Lloyds Register²⁵. It may be worth further ancestry research to develop a further understanding of the relationships between R.O. Morris, Dorothy Morris, Evan Williams and H. Williams to see if that can shed any light over tracing ownership of the schooner.

17

<https://www.crewlist.org.uk/data/viewimages?year=1891&name=TWO+BROTHERS&steamsail=Sail&year=1895+&submit=enter>

<https://www.crewlist.org.uk/data/viewimages?year=1895&name=TWO+BROTHERS&steamsail=Sail&year=1896+&submit=enter>

<https://www.crewlist.org.uk/data/viewimages?year=1887&name=TWO+BROTHERS&steamsail=Sail&year=1897+&submit=enter>

<https://www.crewlist.org.uk/data/viewimages?year=1897&name=TWO+BROTHERS&steamsail=Sail&year=1898+&submit=enter>

¹⁸ <https://archive.org/details/HECROS1899SV/page/n431/mode/2up>

¹⁹ <https://archive.org/details/HECROS1901SV/page/n401/mode/2up>

²⁰ <https://archive.org/details/HECROS1905SV/page/n371/mode/2up>

21

<https://www.crewlist.org.uk/data/viewimages?year=1904&name=TWO+BROTHERS&steamsail=Sail&year=1906+&submit=enter>

22

<https://www.crewlist.org.uk/data/viewimages?year=1906&name=TWO+BROTHERS&steamsail=Sail&year=1907+&submit=enter>

²³ <https://archive.org/details/HECROS1907SV/page/192/mode/2up>

24

<https://www.crewlist.org.uk/data/viewimages?year=1907&name=TWO+BROTHERS&steamsail=Sail&year=1909+&submit=enter>

²⁵ <https://archive.org/details/HECROS1909SV/page/n317/mode/2up> ,
<https://archive.org/details/HECROS1909SV/page/192/mode/2up> Appendix F

The entry in the Lloyds Register 1909 is stamped with "...oned at Sea 9,08"²⁶ (the curve of the scanned pages makes the entry difficult to read). Looking at entries on the left hand pages in the Register it appears that the Two Brothers was 'Abandoned at Sea' in September 1908. This provides a date range to search for press stories about the Two Brothers. The Western Mail 30th September 1908 has the details of the Two Brothers final voyage:

"Welsh Crew Rescued.

Carnarvon Schooner Left in Sinking Condition.

*The steamer Headlands has arrived at Swansea and reported having picked up the crew of the Carnarvon schooner Two Brothers off the Spanish coast. The schooner was in a sinking condition at the time, the captain and crew having put off in a small boat from the doomed craft. The schooner was bound from Lisbon to Ireland with salt and when 200 miles off the Spanish coast sprang a leak. The pumps were worked continuously for nearly 24 hours, and the crew were completely exhausted when rescued."*²⁷

The Two Brothers, 22504, built 1851, was caught up in the storm of 16th March 1907 near Abersoch, but it survived. It was abandoned 200 miles off the Spanish coast sometime before 30th September 1908.

²⁶ <https://archive.org/details/HECROS1909SV/page/n317/mode/2up> Appendix F

²⁷ <https://www.britishnewspaperarchive.co.uk/viewer/bl/0000104/19080930/147/0005> Appendix G

10. Updated recommendations

The schooner was abandoned 200 miles off the Spanish coast. There is unlikely to be wreck site and locating it (if it exists) would be difficult.

No further action is recommended

11. References

Websites:

Aberdaron Link	http://www.aberdaronlink.co.uk/downloads/maritime-dates.pdf
BBC North West Wales	https://www.bbc.co.uk/news/wales/north_west_wales
British Library	https://www.bl.uk/
British Newspaper Archive	https://www.britishnewspaperarchive.co.uk
Cambrian News Archives	
Census reports	https://www.archives.gov/research/genealogy/census/about
Coflein	https://www.coflein.gov.uk/
Crewlists and ship masters	http://www.crewlist.org.uk/
Find My Past	https://www.findmypast.co.uk/
Google	https://www.google.com/
Lloyds Register of Shipping	https://archive.org/details/@lrfhec?&sort=-publicdate&page=2
National Library of Wales	https://newspapers.library.wales
Nefyn.com	http://www.nefyn.com/
Rhiw.com	https://www.rhiw.com/
RNLI	https://rnli.org/
Local news	

Books:

Wreck and Rescue on the Coast of Wales Henry Parry

Notes:

Research notes courtesy of Chris Holden via Ian Cundy
Research notes courtesy of Mel Taylor via Ian Cundy

Appendices:

Appendix A – Lloyd’s Register entry

1883-84 LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING. TWI														
1 Official Number.	2 Ships' Names, &c.	3 Masters.	4 Registered Dimensions.			6 Registered Tonnage.	7 Engines of Steamers. Builders of Engines. Materials. Repairs of Ships, &c., if Classed.	8 Built.		10 Owners.	11 Port belonging to.	12 Port of Registry.	13 Character, if Lost, and Date of Last Survey.	14 Character, if Lost, and Date of Last Survey.
			Net Tonnage Under Deck.	Length.	Breadth.			Depth.	Where Built.						When.
541 53855 F.S.B.M.	Twilight p.AYM.77pt.I.B.	Bk M'Laughlin	754 779 718	166-4-33-3	30-8	7/2 in.	.....	Quebec Charland	1861 5mo.	Cooke Bros.	Lnderry	Liv. A.A.C.P.	7	10,60
2 22939 N.P.M.F.	Iron	S Robson	681 621 607	167-8-30-0	30-0		.....	Glasgow	1855	R.W. Leyland	Liverp'l	...	...
3-4 51084	Twin Brothers	Sr J Stephens I.B.	94 102 108	88-4-30-7	10-3		arp.74	Liverpool Dunoon	1866 7mo.	T.Ashburner &Co.	Lancetr	Brw. A.A.C.P.	8	11,70
4 76487	Sister Masts	Sr S. McCoubry	193 212 195	124-8-24-8	9-3		.....	United States	1854	J. McCully	Belfast			Stranded
5 22504 N.L.S.F.	Two Brothers	Sr D. Pritchard I.B.	76 78 78	60-7-17-7	10-0		arp.78arp.77	Pwllheli	1861	D. Pritchard Rest.68-8yrs	Carnarvon	Bng. S.S.Pmd.77 8yrs	19	A 1 11.51 2,84

Appendix B – Lloyd’s List Tuesday 19th March 1907

Lloyd's List - Tuesday 19 March 1907

< Page 14 of 16 >

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TRAFALGAR (s).—See Kitsap (s).

TROJAN.—*Mobile*, March 10.—Italian ship Trojan, which was driven ashore, three miles above the city, during the hurricane of Sept. 27, has been floated by dredge Watson.

TWIN BROTHERS.—*Dungarvan*, March 17.—During a heavy gale from the SSW yesterday the schooner Twin Brothers burst from her moorings at the quay, and sustained some damage to hawse pipes and hauling chocks. She was after some time moored safely alongside the quay again.

TWO BROTHERS.—*Pwllheli*, March 17.—The schooner Two Brothers, of Carnarvon, Morris, from Portmadoc for Cork, with slates, when lying to both anchors in St. Tudwall's Roads yesterday, parted the starboard chain during a gale, and the crew were landed at Abersoch by the lifeboat. The weather having moderated this morning, arrangements were made with men from the shore to assist in getting up the anchor and the vessel has arrived here. No damage sustained.

VANDALIA (s).—*New York*, March 7.—German steamer Vandalia, from Japan and China, reports that a fire broke out Feb. 25, causing a damage of a million marks; the fire was extinguished on Feb. 27.—[See issue of March 7.]

Hamburg, March 15.—A lighter 120 marble, lying alongside the steamer March 16.—The lighter has been raised.

Honfleur, March 15.—The Celtic pro this afternoon's tide.

Jeremie, Feb. 28.—On the night owing to the northerly gale and heavy drove ashore. They were laden with steamer Virginia and coffee for the at

Jeremie, March 2.—A number of lig general cargo and others with coffee, Virginia, for the steamer Ascania, dro gale night of Feb. 23-24, when the put to sea. The coffee, intended for totally lost. The steamer Virginia roads on the following day, but had a roads, taking with her a second time Jeremie cargo.

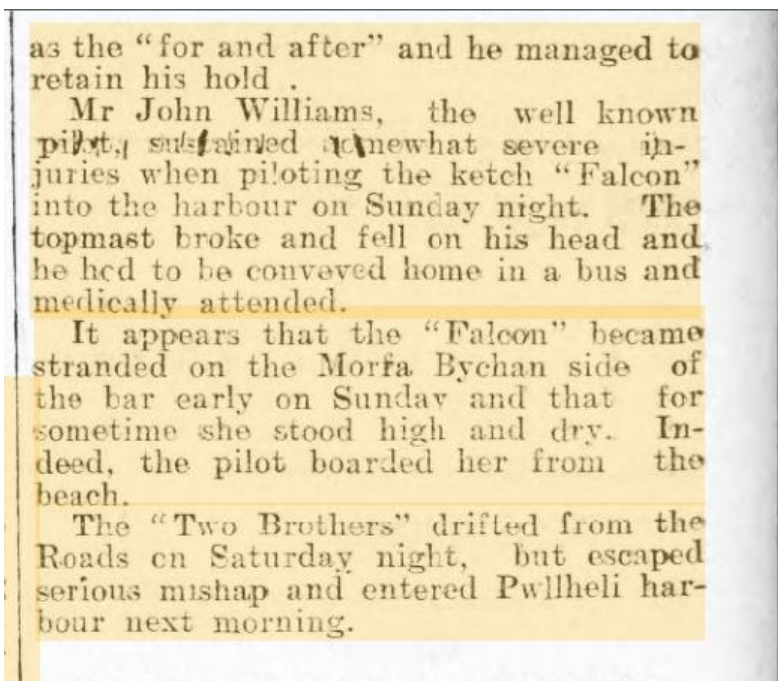
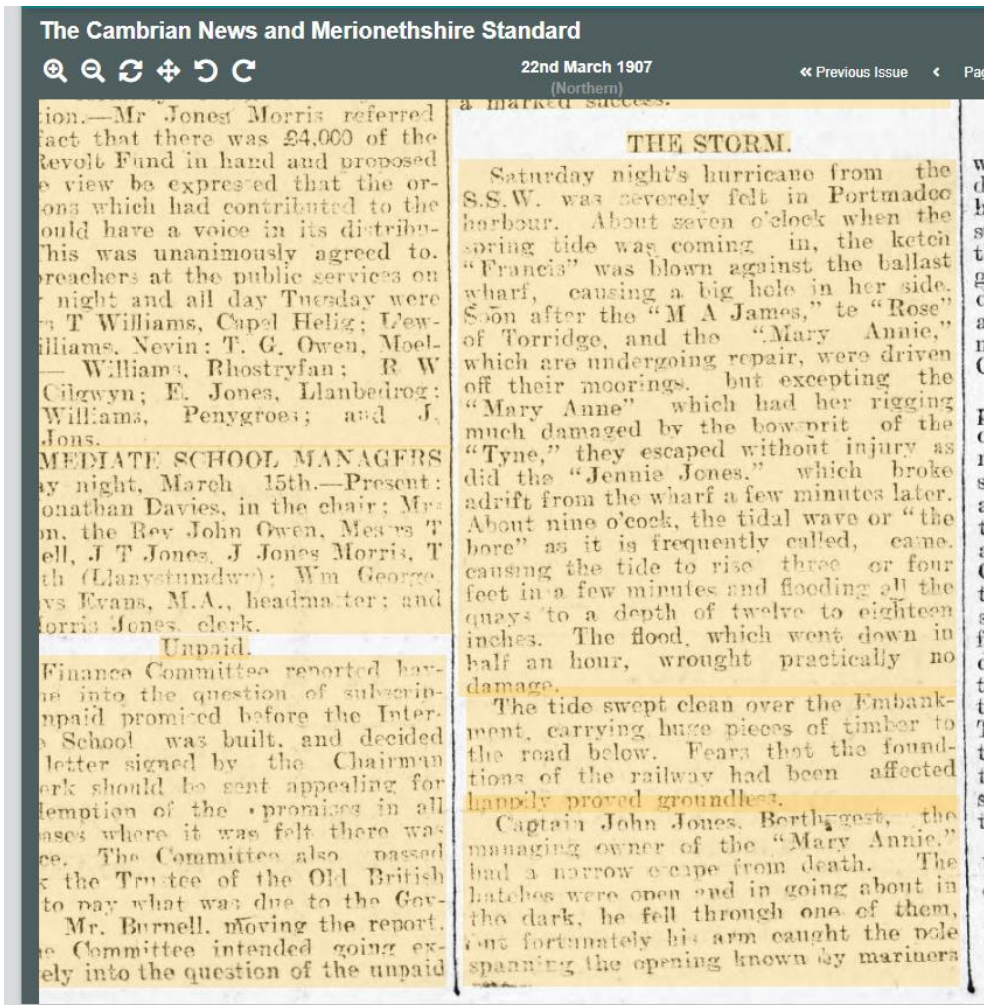
DERELICTS AND WRECK

London, March 18.—A boat, copy nished, with one gilt stripe, 9 feet 8 inches by 1 foot 6 inches, having 0 iron rowlocks, 2 bottom boards and was found 10 yards off Kilroot Stra Carrickfergus coastguard station. I ceiver of Wreck, Belfast.

Liverpool, March 16.—Coaling ste veston, reports:—In 26 N, 87 W, str wreckage, assumed it to be a submerg probably bottom up.

Bremen, March 15.—The Vulcan (s)

Appendix C: The Cambrian News and Merionethshire Standard



Appendix D Rhiw.com Shipbuilding at Pwllheli

1851 Two Brothers Sr 80 Rob Griffith Lost 19-9-1868.

https://www.rhiw.com/y_mor/adeiladu_llogau/pwllheli.htm

Appendix E Lloyds Register 1909 – Owners (W)

ET ARCHIVE		WEB	BOOKS	VIDEO	AUDIO	SOFTWARE	IMAGES	ABOUT	BLOG	PROJECTS	HELP	DONATE	CONTACT
<p>Williams, David, 15, Madoc Street, Portmadoc. Elizabeth 138 Sidney Smith 145</p> <p>Williams, Dimond & Co., 429, California Street, San Francisco, U.S. Albert 624 Aloha 743 Imsard 615 Kalmiani 1430 Olympic 1354 S. G. Wilder 658</p> <p>Williams, E. D., Wilmington, N.C., U.S. s. Sea King 84</p> <p>Williams, Edward, 3, Quay Parade, Aberayron, Cardigan. s. Norseman 86</p> <p>Williams, Evan, North-y-past, Portmadoc. Two Brothers 78 Walter Urio 81</p> <p>Williams, H. W., Tappahannock, Va., U.S. Murray Vandiver 107</p> <p>Williams, Henry, Mount Villa, Pwllheli. W. D. Potts 88</p> <p>Williams, J., Garth, Portmadoc. Catherine 99</p> <p>Williams, J. T., Bethel, Del., U.S.</p>	<p>Williams, M. J. (Mrs.), Breese Hill, Crickoth, Carmarthenshire. Deademona 88</p> <p>Williams & Mordey, Buston Buildings, Cardiff. s. Countess Warwick 2568 s. Margam Abbey 2778 s. Straits of Meaul 1849 (Carrington S. S. Co., Ld.) s. Lady Carrington 2490</p> <p>Williams, Owen & Watkin, & Co., 27, Mount Stuart Square, Cardiff. s. Cangranian 796 s. Cardiffian 619 s. Cymrian 698 s. Segontian 737 s. Silurian 450 s. Snowdonian 2402 s. Ynseolian 734 (S.S. Gofelias & Coranlian Co., Ld.) s. Arvonian 1784 (S.S. Demetian & Ordovician Co., Ld.) s. Demetian 695 s. Ederian 2284</p> <p>Williams, R. E., Curry Lloyd, Tynnygonl, Anglesey. Mary 79</p> <p>Williams, Ralph C., Sackville, New Brunswick. Rhine 1658</p> <p>Williams, Richard H., Cuddra Ho., St. Austell, Cornwall. Maria 119</p> <p>Williams, Samson T., Solea, Pembrokeshire. Sarah 27</p> <p>Williams, W. J., Marina, Lowestoft.</p>	<p>Williamson, John, 99, Great Clyde Street, Glasgow. s. Benmore 32 s. Kylemore 87 (Turbine Steamers, Ld.) s. King Edward 78 s. Queen Alexandra 82</p> <p>Williamson, R., & Son, Workington. s. Galva 111 s. Ravona 277 s. Yoreda 196 Whinlatter 1380</p> <p>Williamson, William, Thurso, Caithness. Barbara 98</p> <p>Willis, T. W., Church Street, West Hartlepool. s. Hildawell 1819 s. Longscar 1773</p> <p>Wills, G. H., & Co., 49, Mount Stuart Square, Cardiff. (Empire Shipping Co., Ld.) s. Cambro 1215 s. Corso 1119</p> <p>Wills, George T., 3, Chapel Street, Whitecross Street, London, E.C. s. Ready 123</p> <p>Wills, William, 188, Trinity Road, Wandsworth. s. Crête à Pierrot 158</p> <p>Wilmington & New York Transatlantic Co.</p>	<p>Wilson, D., & Son, B'n'sess. s. Fortshire 72 s. Grapplet 18 s. Royal Norman 18</p> <p>Wilson & Finlayson, 109, Hope Street, Glasgow. s. Kintail 141</p> <p>Wilson, G., & Son, Dalbeattie, Kirkcubright. Return 80</p> <p>Wilson, George J., Fancouver, British Columbia. s. Ivanhoe 123</p> <p>Wilson, Hart & Co., Ld., Maryborough, Queensland. s. Sylvan 113</p> <p>Wilson, John, 93, Nethergate, Dundee. Procyon 1988</p> <p>Wilson, John, S. B'n'sess. s. Flying Fish 15</p> <p>Wilson, Joseph F., & Co., 61, Church Street, West Hartlepool. (Wilson Shipping Co., Ld.) s. Aureola 1288 s. Bylands 2118</p>										

 Lloyd's Register of Shipping 1909 Sailing Vessels
by Lloyd's Register Foundation, Heritage & Education Centre

<https://archive.org/details/HECROS1909SV/page/192/mode/2up>

Appendix H – Masters and owners of the Two Brothers (mostly taken from Lloyds Register)

(when blank – I haven't looked up that year – I looked up entries at 5 year intervals and worked back if there was a change in names to see when that change occurred – so there could be some Master's and Owners missing from the list).

Year	Master	Owner
1851		R. Griffiths
1852	R. Griffiths	R. Griffiths
1853	R. Griffiths	R. Griffiths
1854		
1855		
1856	R. Griffiths	R. Griffiths
1857	Williams	R. Griffiths
1858	Williams	R. Griffiths
1859		
1860	Williams	R. Griffiths
1861	H Pritchrd	R. Griffiths
1862	NOT AVAILABLE	
1863	H Pritchrd	R. Griffiths
1864		
1865	H Pritchrd	R. Griffiths
1866		
1867	H Pritchrd	R. Griffiths
1868	H Pritchrd R Pritchrd	R. Griffiths Pritchards&
1869		
1870	R Pritchrd	Pritchard&C
1871	R Pritchrd	Pritchard&C
1872	R Pritchrd D Pritchrd	Pritchard&C R Pritchard
1873	NOT AVAILABLE	
1874	D Pritchrd	D Pritchrd
1875	D Pritchrd	D Pritchrd
1876		
1877		
1878		
1879		
1880	D Pritchrd	D Pritchrd
1881		
1882		
1883		
1884		
1885	D Pritchrd	D Pritchrd
1886		
1887		
1888		
1889		
1890	D Pritchrd	D Pritchrd
1891	NOT AVAILABLE	

1892	H Williams	H Williams
1893	H Williams	H Williams
1894	H Williams	H Williams
1895	NOT AVAILABLE	H Williams
1896	Can't see it on the register	H Williams
1897	Can't see it on the register	H Williams
1898	Can't see it on the register	H Williams
1899	J. Thomas H. Jones J. Jones	H Williams
1900	J. Jones	H Williams
1901	J. Jones	H Williams
1902		
1903	W. Jones crossed out H. Williams	H Williams
1904	H. Williams	H Williams
1905	H. Williams	H Williams
1906		Dorothy Morris (Mercantile)
1907	R. O. Morris	Dorothy Morris (Mercantile) E Williams (Lloyds)
1908		
1909	R.O. Morris crossed out A. Jenkins	E Williams