**Schooner CORNUBIA**

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| **Vessel Name** | **Official Number** | **Signal letters** | **Rig /Type**  | **Where built** | **Builder** | **Year built** | **Year end** | **reg tons** |
| **CORNUBIA** | 18145 | MKPQ | a schooner, later a brigantine) | Sunderland  | G.W. and J.W. Hall | 1857 | 1881 | 143 |
|  **OWNERS/ MANAGERS/REGISTRATION DETAILS** | **Notes** | **MASTERS** |
| registered in Fowey 23rd June 1857. 1858 Martin & Co., of Fowey | LOA 82 x 22 x 12ft. 1864/65, Beynon & Co, of Newport, became the vessel's Transferred to Newport reg 1868 wrecked October 1881 | Burgham 1858 M.Burns 1859 - 1863 S. Howe, T.Kendall, F. Britton, H. Willmott H. Jenkins, |

The vessel would seem to have been Lloyd's Register ('LR') listed from 1858/59 thru 1881/82, however LRs of 1875/76 & 1877/78 are not available to the webmaster. It was owned, per LR, thru 1864/65 by Martin & Co., of Fowey, Cornwall, with Burgham her initial captain & M. Burns her captain from 1859/60 thru 1864/65. For initial service from Sunderland to France, service as a Falmouth coaster in 1859/60, & service from Newport, Wales, to the Mediterranean thereafter. In 1864/65, per LR, Beynon & Co, of Newport, became the vessel's owner thru 1871/72, for service from Newport to Cadiz, Spain (in 1864/65), from Newport to the Mediterranean (in 1865/66 & 1866/67 & in the period of 1868/1872) & from Swansea, Wales, to the Mediterranean (in 1867/68). The Mercantile Navy List ('MNL') of 1867 lists Thos. Beynon of Newport as her then owner. The vessel became listed as a brigantine in LR of 1869/70. The vessel had many captains under 'Beynon' ownership - S. Howe, T. Kendall, F. Britton, H. Willmott & H. Jenkins, though H. Jenkins continued to serve as captain under later ownership thru 1881/82. In 1871/72, A. Pugsley of Newport became the vessel's owner, i.e. Anthony Pugsley as per MNL of 1870. LRs of 1873/74 & 1874/75 record no owner names, however MNLs of 1875, 1876, 1879, 1880 & 1882 all list Michael Driscoll of Courtmacsherry, Co. Cork, Ireland, (30 miles SW of Cork) as her owner. LR of 1876/77 lists M. Driscoll as owner of the Newport registered vessel, now of 144 tons. Note that from 1879/80 LR lists T. rather than M. Driscoll as the vessel's owner. It is clear that 'Driscoll' was also the vessel's captain, at least in Aug. 1881 when the vessel, en route from Newport to Cork with a cargo of coal, had to put into Milford Haven on Aug. 27, 1881 with damaged rigging. LR of 1881/82 notes that the vessel had been 'Wrecked'. This page tells us that the vessel was sunk with the loss of all hands a 1/4 mile off Roches Point, Cork Harbour, on Oct. 20, 1881 as a result of widespread gales that had impact throughout the British Isles. Further than she was then reported to be owned by Thomas Driscoll. An extensive paragraph about the vessel's loss, the weather conditions at the time, & 2 contemporary newspaper articles can be read here. The vessel, which had a crew of 6, was owned by 2 brothers, whose names were O'Driscoll, with Thomas her captain. We thank both sources. 82.0 ft. long, signal letters MKPQ. Can you add anything? Y

'Cornubia. The 144 ton collier, Cornubia, of Courtmacsherry sank a quarter of a mile DE of Roches point on 20/10/1881. The owner and Captain, Thomas Driscoll and his crew were lost. She carried coal from Newport to Cork for Suttons. When the storm abated her masts showed above water.'

Queenstown, 20th Oct., 1881.

https://www.wikitree.com/wiki/O%27Driscoll-100

I have just ascertained that the unfortunate vessel which foundered off Rochespoint last night or early this morning is the Brigantine Cornubia, built at Sunderland in 1857, 144 tons register, and owned by Thomas Driscoll of Courtmacsherry, Co. Cork. The crew of the ill-fated vessel have, without doubt, all perished. The vessel was commanded by the owner, who is very well known in this city. She had a cargo of coal for Messrs. Sutton. The Cornubia was bound from Newport to Cork with coals, her identity being traced from papers washed ashore from the wreck, and the men forming her crew, all of whom perished in the disaster, would be five, and the master Driscoll, who also owned the vessel. The gale of Wednesday night is said to be one of the severest October ones we ever experienced on our coast for some years. The sea was terribly high, particularly so about Rochespoint, where the water was more broken. The boat was picked up Church Bay, having drifted across the harbour's mouth. It is probable the unfortunate men took to the boat when they found their vessel going from under them, but this was only like catching at a straw, as no open boat could possibly have lived in the sea that was running, but as we have already mentioned, no person about Rochespoint seems to have witnessed the very melancholy accident, so close to the Point, where coastguards, lighthouse men, and others are, as a rule, day and night on the look-out. Signals of distress of some description we fancy would be made by Capt Driscoll, knowing his position to be so close to the lighthouse, and from which quarter the unfortunate crew, doubtless, would be hoping for some effort being made to rescue them. It is just possible they got on to the masts, a portion of which were visible yesterday over water, but the story of the fatal foundering of the Cornubia and the loss of five or six lives will now never be known. The crew, we hear, all belonged to Courtmacsherry, and were the heads or support of families. None of the bodies have been picked up. Capt Sutton, Harbour Master, Queenstown, will, as soon as weather permits, have the spars removed and a buoy placed to mark the wreck should it remain.





