

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



SS Aberdeen

Report compiled by:

Nigel Cossons

Report Title:

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1.0 Abstract

This report discusses the loss of the SS *Aberdeen* in 1941. The *Aberdeen* was built in Govan on the Clyde in 1896 and initially fished from Grimsby. She was a steel trawler with her bridge aft, behind the funnel and was owned by a Grimsby based company, Hagerup, Doughty & Co. In around 1925 she moved to fish from Lowestoft, acquiring the Lowestoft fishing number LT123 and being owned by Consolidated Fisheries Ltd.

By the late 1930's she was owned in, and fishing from, Milford Haven although she was still registered in Lowestoft and appears to have retained her Lowestoft fishing number. Most of her crew still seem to have been from east coast ports and there appears to have been only one person from Milford Haven on board.

On 11th March 1941 whilst fishing in Cardigan Bay the *Aberdeen* was bombed and machine-gunned by a German aircraft and although apparently not hit directly near misses were sufficient to sink the vessel. It appears that all of the crew were able to abandon the vessel but in bad weather only two survived, both reported to have been Belgian refugees. Six of the crew who lost their lives are recorded on the Merchant Navy memorial at Tower Hill:

- Arthur Butler (Third Hand);
- Frederick Catchpole (Chief Engineer);
- Leslie Harrison (Third Engineer)
- William Mills (Fireman);
- James Murphy (Second Engineer); and
- George Page (Cook).

The two remaining victims, Skipper John Barber and Second Hand William Coe, are not listed on the memorial but lie in the Grangegorman Military Cemetery in Dublin. Their bodies were recovered near Drogheda in Eire and buried locally, before being moved to the military cemetery in 1961. It is notable that although the *Aberdeen* was sunk on 11th March two of the crew are reported to have died on 12th March 1941; perhaps they survived for longer whilst adrift.

It has not been possible to identify the names of the surviving Belgian crew members or locate any details of how they were rescued, there is no record of an RNLi service to the *Aberdeen* and no newspaper articles could be found that reported her loss, presumably due to wartime censorship. The Milford Haven Town Council website notes that a large number of Belgian refugees established themselves in South Wales in World War 2 with the Belgian government in exile being located in an army camp at Tenby. It is notable that there were also a large number of Belgian refugees in South Wales in World War 1 and the website notes that when the refugees arrived in World War 2 the 'fishermen went to Milford Haven again'.

From the information that has been located on line it has not been possible to establish the location of the wreck. The Coflein web site gives a position about 10nm west of Aberdyfi but other than this no further information has been located to corroborate this. It is possible further information may be available at the National Archive, or in Lloyds List.

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2.4 Contributors

Key contributors: Nigel Cossons, Chris Holden, Ian Cundy

2.5 Abbreviations

CD	Chart Datum
GRT	Gross registered tons
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
nm	Nautical miles
NRT	Net registered tons
SS	Steamship

3.0 Introduction

In 2020 Malvern Archaeological Diving Unit (MADU) in conjunction with the Nautical Archaeology Society (NAS) commenced a project to research ship wrecks in Cardigan Bay. The project was based on a list of known wrecks in the area and individuals were asked to select a vessel, or vessels, as subjects for research. The project took place during the COVID pandemic and therefore the focus of the research was intended to be on web-based sources.

The SS *Aberdeen* was selected from the MADU list as a research topic as part of a group of steamships identified in the list of vessels wrecked in Cardigan Bay provided by MADU, along with the SS *Duncan* and the SS *Glendarroch*.

The objectives of the research were to establish:

- The vessels specification and details;
- The history of the vessel, including if possible how and why she was in Cardigan Bay;
- The circumstances of the loss, including if possible where this took place and details of what caused the ship to be lost;
- Any subsequent history following the loss of the vessel, including whether there was any salvage work undertaken; and
- Any information on the wreck, including the location and the current state of the wreck.

4.0 Background

The SS *Aberdeen* was wrecked in Cardigan Bay but it has not been possible to establish where this took place. It is known she sailed from Milford Haven for the fishing grounds in Cardigan Bay but to date it has not been possible to establish where she was lost.

The only reported location places the wreck off Aberdyfi, towards the middle of Cardigan Bay. The location of Milford Haven and Aberdyfi is shown in Figure 4.1 below.

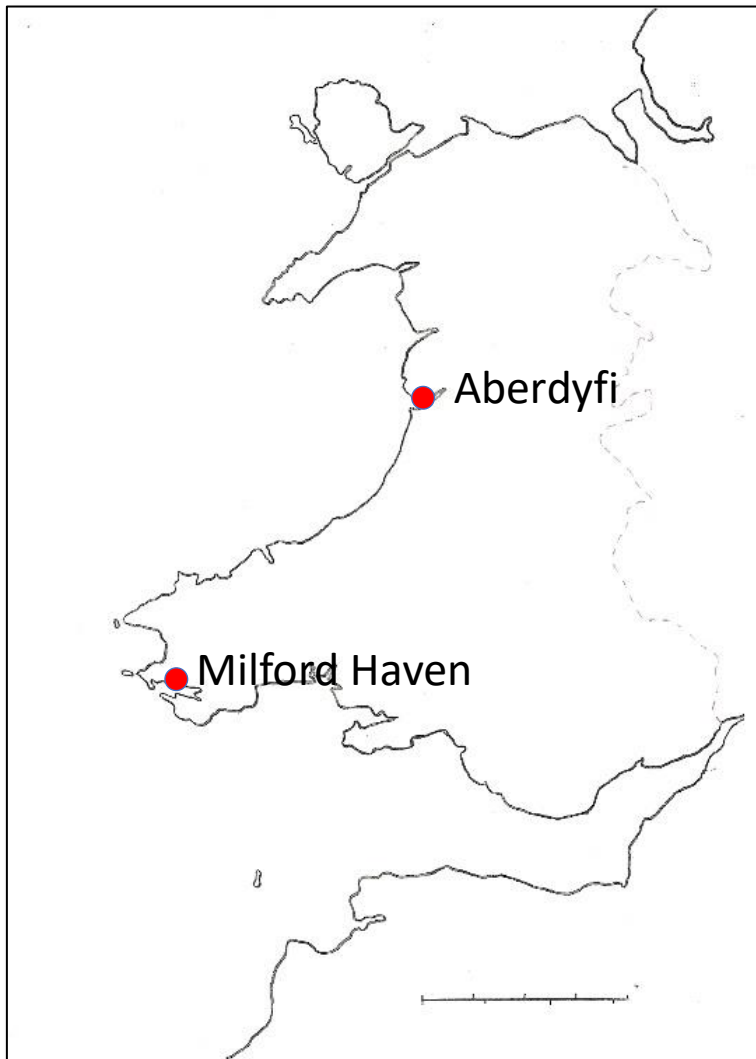


Figure 4.1 Key locations referred to in the report © MADU.

5.0 Research Methodology

Research was limited to web based sources. No archives were visited or consulted. A laptop computer was used for research principally using the Google website with the information recorded and collated in MS Word.

Searches centred on the following terms were used:

- Aberdeen;
 - SS Aberdeen;
 - Loss of Aberdeen;
 - Grimsby trawler Aberdeen;
 - Lowestoft trawler Aberdeen;
 - Milford trawler Aberdeen;
 - Pair trawler Aberdeen;
 - Hagerup Aberdeen;
 - Mackie and Thomson Aberdeen;
 - Don trawling Aberdeen;
 - Don fishing company Aberdeen;
 - Trawler Zania;
 - Trawler Xania;
 - Trawler Milford;
 - Yolland & Llewellyn Aberdeen;
 - Pair fishing company;
 - Pair fishing co;
- Milford trawlers;
- GY129;
- LT123;
- Lowestoft trawlers;
- Grimsby trawlers;
- German bombing of shipping;
- Vessels lost to German bombing;
- Heinkel 111 bombing;
- Condor bombing;
- Kampfgeschwader 27;
- Grangegorman Cemetery;
- Cardigan Bay bombing;
- Cardigan Bay trawler wrecks; and
- Belgian refugees in Wales.

In addition searches were made using the names of crew members; this led to finding information from the Commonwealth War Graves Commission but did not reveal any information on the loss of the ship. Other sites were also used comprising:

- www.britishnewspaperarchive.co.uk - for historic newspapers;
- www.hec.lrinformation.org.uk - for Lloyds Register;
- www.crewlist.org - for the Mercantile Navy List and appropriation books;
- www.clydeships.co.uk - for information on Clyde built vessels;
- www.nationalarchives.gov.uk - registration information;
- www.coflein.gov.uk - information on Welsh heritage sites;
- www.cwgc.org - for information on Commonwealth War Graves;
- www.borthmaritimehistory.com - Borth maritime history;
- www.cardigan-maritime.com - which included links to other maritime websites;
- www.dive-pembrokeshire.com - list of Pembrokeshire wrecks; and
- www.dive-in2-pembrokeshire.com - list of Pembrokeshire wrecks.

Searches of websites dedicated to Grimsby (www.deepseatrawlers.co.uk) and Lowestoft (www.lowestofthistory.com) trawlers did not yield any additional material information. The Welsh National Library website (www.library.wales) does not include newspaper articles after 1919 and so was not of any assistance.

In some cases records of information were found, for example, from the National Archive but these have not been requested. Where possible a record of the information that is held has been included. No enquiries to the Admiralty Hydrographic office or local archives were made.

The word 'Aberdeen' formed the basis of the search strategy but this rapidly led to a large number of returns, particularly from newspaper articles (www.britishnewspaperarchive.co.uk). A key issue in this respect was that there were a large number of fishing vessels either built and/or operating from the city of Aberdeen. This meant that it was difficult to disentangle the SS *Aberdeen*, a trawler, from the large number of hits relating to broader ship building and fishing from the city. In order to try and circumvent this consideration was also given to her sailing from Grimsby, Lowestoft and Milford Haven and this did lead to some other avenues of research.

The other challenge was the fact that the *Aberdeen* was lost during World War II. It proved relatively straightforward to locate information on the broad details of her loss both on the web and from published sources but much more difficult to get any details from sources such as newspapers. This is considered to be due to wartime censorship together with the fact that the *Aberdeen* would have been a relatively minor vessel.

Lloyds Register entries for the vessel were reviewed; these were only available on line from 1930 onwards.

Limited printed publications were available to the author that were relevant to the research, however, reference was made to the Shipwreck Index of the British Isles West Coast and Wales (Larn 2000), Ceredigion Shipwrecks (Troughton 2006), British Vessels Lost at Sea 1939-1945 (HMSO 1983) and British Warships 1914-1919 (Dittmar & Colledge 1972). The vessel is not reported in Shipwrecks of North Wales (Jones 2001). In addition, a report on the wreck was obtained from the website www.wrecksite.eu.

6.0 Results

HISTORY

The *Aberdeen* was built by Mackie and Thomson at Govan on the Clyde. She is reported to have been launched on 12th October 1896 as Yard Number 121, from the Old Yard¹.

Merchant Navy List

The *Aberdeen* first appears in the Merchant Navy List in 1897², it has not been possible to find Lloyds List entries from this period on line. The Merchant Navy List notes the following details:

- Official Number: 106676;
- Name of Ship: *Aberdeen*;
- International Code Signal (if any): None;
- Port and Year of Registry: Grimsby 1896;
- Where Built: Govan;
- When Built: 1896;
- Whether Iron, Wood, Steel or Composite: Steel;
- Length: 104'2";
- Breadth: 20'5";
- Depth of Hold: 10'7";
- Net Tonnage: 63;
- Gross Tonnage: 163;
- Horsepower of Engines and Description of Propeller: 45 sc; and
- Owner, or Part Owner, and Manager (if recorded): Hagerup, Doughty & Co., Lim., Grimsby. Fred Hagerup, same address.

These details remain the same up to and including the list for 1906, however, by 1909 the owner has changed as follows (no information available for 1907 and 1908):

- Owner, or Part Owner, and Manager (if recorded): Consolidated Steam Fishing and Ice Co. (Grimsby). Lim., 1, Quality Court, City, London. John Denton Marsden, Fish Dock, Grimsby.

In 1921 the address of the Consolidated Steam Fishing and Ice Co. (Grimsby) Ltd changes to Auckland Road, Fish Docks, Grimsby. The details then remain the same until 1926 when the port of registry changes to Lowestoft although the ownership remains the same.

In 1938 the ownership changes as follows, but other details including the port of registry in Lowestoft remain the same:

- Owner, or Part Owner, and Manager (if recorded): Don Trawling Co. (Milford Haven) Lim, The Docks, Milford Haven. John C. Llewelin, 11, Priory Road, Milford Haven.

The name and official number is crossed out in the 1940 list although the details remain the same. The list for 1941 could not be located on line.

¹ http://www.clydeships.co.uk/view.php?year_built=&builder=&a1Page=3&ref=12631&vessel=ABERDEEN accessed 14.03.21

² <https://www.crewlist.org.uk/data/viewimages?&name=ABERDEEN&steamsail=Steam&submit=Enter&year=1897> accessed 09.12.20

Lloyds Register

The first available online record of the *Aberdeen* is in the 1930 Lloyds register that notes the following³:

56405	Aberdeen	SteelScY1	163	100A1	LWT	1896	Mackie & Thomson Glasgow A&CP	Consolidated Fisheries, Ld. (Sir John D. Marsden, Bart. Mgr.)	104.2 20.5 10.7	Q17'F19'	Lowestoft	British	T.3Cy. 10", 16" & 27" - 20" 180lb 45 RHP	12 x 9
106676		ssLwt. 2nd No. 8-10, 22	150	Stm Trawler										
		ssLwt. No. 1-27	69											
56406	Abergeldie	SteelScE (Trawler)	200			1915	Hall, Russell & Co. Ld.	R. Irvin & Sons Ld.	115.7 22.0 12.1		Aberdeen	British	1SB. 2pg, GS26, HS656 Muir & Houston, Ld. Gls.	

Figure 6.1 Extract of Lloyds Register 1930

The Lloyds Register entry for 1930 is summarised below:

- No 56405;
- Official number 106676;
- Aberdeen;
- SteelScY1;
- ssLwt. 2nd No 8-10, 22;
- ssLwt. No. 1-27;
- Gross tonnage 163;
- Under deck tonnage 150;
- Net tonnage 69;
- 100A1 Stm Trawler 10,30;
- Port of survey Lowestoft LMC ?, 27;
- Tail shaft last seen 10,30;
- Built 1896 11 mo;
- Builder Mackie & Thomson, Glasgow A&CP;
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr);
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19';
- BK 7½";
- Port of Registry Lowestoft;
- Flag British;
- T3 Cy. 10", 16" & 27" - 20" 180lb 45 RHP;
- 1SB. 2pg, GS26, HS656;
- Muir & Houston, Ld. Gls; and
- Moulded depth 11"7.

There are entries in Lloyds Register throughout the 1930's. In 1936 the vessel was not recorded as Class 100A1. In 1937 the ownership changes to Don Trawling Co (Milford Haven) Ltd (J.C. Llewellyn Mgr) but the Port of Registry remains Lowestoft. By 1939 the ownership is recorded as the Pair Fishing Co. Ld. (H.J. Horwood, Mgr) but the vessel still remained registered at Lowestoft. In 1940 the manager is recorded as H.J. Richards. The final entry in Lloyds Register dates from 1941.

Records of all the available Lloyds Register entries are included in Appendix A. Records of Lloyds Register survey certificates⁴ are included in Appendix B.

³ <https://www.wrecksite.eu/wreck.aspx?150730> accessed 27.08.20

⁴ <https://hec.lrfoundation.org.uk/archive-library/ships/aberdeen-1896/search/ship-name:aberdeen/page/1> accessed 20.03.21

Milford Haven Trawlers Website

The following information has been obtained from a website which records Milford Haven trawlers⁵ which includes a lot of the information from Lloyds Register:

- Official number: 106676;
- Port and year: Grimsby, 1896 (GY129); Lowestoft, 1925 (LT123);
- Description: Steel side trawler, single screw, coal burning. Crabbing and Pareja (pair) fishing. Yawl rigged. Wheelhouse aft;
- Crew: 11;
- Built: 1896, by Mackie & Thomson, Govan. (Yard no. 121);
- Tonnage: 163 grt 63 net;
- Length / breadth / depth (feet): 104.2 / 20.5 / 10.7;
- Engine: T 3-cyl. 45 rhp. Engine and boiler: Muir & Houston, Glasgow;
- Owners:
 - As GY 129;
 - Nov 1896: Hagerup & Doughty, Grimsby;
 - Apr 1906: Consolidated Steam Fishing & Ice Co., Grimsby;
 - As LT123;
 - Jan 1925: Consolidated Fisheries, Lowestoft, Manager: John D. Bart Marsden, Auckland Rd., Fish Docks, Lowestoft;
 - 19 Nov 1937: Don Trawling Co. (Milford Haven), Docks, Milford, Manager: J. C. Llewellyn;
 - 17 Mar 1939: Pair Fishing Co., Docks, Milford, Manager: H. J. Horwood. (1940: H. J. Richards);
- Landed at Milford: 19 Oct 1937 – 27 Feb 1941;
- Skippers: G.T. Brader (1913); and
- Notes:
 - Oct 1914: Requisitioned by the Admiralty (No. 639). 1 x 6 pdr. 1919: Returned to owners; and
 - 11 Mar 1941: Bombed, machine gunned and sunk by German aircraft in Cardigan Bay.

Further information in another part of the website notes⁶:

- Official number 106676;
- Fishing number LT 123;
- Built 1896;
- GRT 69 tons; and
- Fished from Milford Haven 1937-1941. Owned by Yolland & Llewellyn, United Trawlers 17.3.39. Sunk by enemy aircraft in Cardigan Bay 11.3.41.

This website recorded the fishing numbers for the vessel, GY 129 when she was fishing from Grimsby and LT123 when she fished from Lowestoft.

The Milford Trawlers website also notes the following reported from an unknown local newspaper dated Thursday 28th October 1937:

Another pair of locally owned trawlers put to sea on Tuesday night's tide. They were the S.T. *Rattray* and the S.T. *Charmouth*, recently purchased by the Don Fishing Company from Fleetwood and Aberdeen, and reconditioned and adapted for the Spanish "Pareja" method of fishing. This enterprising firm has purchased four more of this class of trawlers from

⁵ <http://www.llangibby.eclipse.co.uk/accidents%20&%20incidents/aberdeen.htm> accessed 27.08.20

⁶ http://www.llangibby.eclipse.co.uk/othertrawlers_a-h.htm accessed 27.08.20

Fleetwood, viz., S.T. *Aberdeen*, S.T. *Zania*, S.T. *Ilfracombe* and the S.T. *Scarborough*, two of which have arrived in Milford Docks to be fitted out. This makes five pairs of boats under the management of Yolland and Llewellyn.

The website notes that on 22nd March 1940 the *Aberdeen* collided with and sank the *Xania* (spelt *Zania* in some cases but included in Lloyds Register as *Xania*), an article from the West Wales Guardian, Friday 22nd March 1940, points to the success being enjoyed by the Pair Fishing Company at the time:

Disaster befell the Milford steam trawler *Xania* whilst on the fishing grounds during the week-end. She sank after being in collision with her pair mate trawler the steam trawler *Aberdeen*. The skipper and crew of the *Xania* fortunately were all rescued and brought safely home to Milford by the *Aberdeen*. The *Xania* has been in the port for a few years and was bought from the East Coast for the purpose of working the pair system method. As things are going at present there is little doubt the vessel will be replaced by the enterprising Pair Fishing Company, who continue to smash records.

The *Zania/Xania* appears to have been part of a group of vessels built by Mackie and Thomson to the same design, see reference below to the newspaper article of October 1896. She was built in 1897 as yard number 143 with identical dimensions to the *Aberdeen*, but of slightly smaller tonnage, 161 grt. Like *Aberdeen* she was owned by Hagerup and Doughty in Grimsby (as GY330) until 1906 when she passed to the Consolidated Steam Fishing and Ice Co. In 1925 she was registered in Lowestoft (LT138) still with the Consolidated Steam Fishing and Ice Co before passing into the ownership of the Don Trawling Co in 1937 and the Pair Fishing Co in 1939. She was also requisitioned by the Admiralty (as no. 641) between Oct 1914 and 1919.

NEWSPAPER REPORTS

Several newspaper articles have been located specifically referring to the *Aberdeen*, as follows:

- October 1896 reporting the launch of the *Lynx*, *Aberdeen* and *Bradford*, and that the latter two vessels were the first instalment of an order for 25 vessels⁷ of the same type which Mackie and Thomson were building for Messrs, Haggerup [sic], Doughty and Co. of Grimsby⁸. The article reports dimensions of length, 90 feet, breadth, 20 feet and moulded depth 11½ feet and triple expansion engines by Muir and Houston'
- January 1900 reporting the loss of Alfred Howes⁹. The report notes that the small boat was sent to the cutter to 'board' the fish but was capsized when the steamer rolled in heavy seas. Howes clad in oilskins and sea boots but was reported to be a good swimmer, he remained on the surface for 30 minutes but attempts to rescue him were to no avail and he drowned;
- February 1904 reporting the vessel having been ashore on the Lincolnshire coast¹⁰;
- November 1931 reporting Herbert Boast of Seago Street, Lowestoft being lost overboard 40 miles from Lowestoft¹¹; and
- December 1937 poorly reproduced article that appears to refer to the vessels *Aberdeen*, *Xania*, *Scarborough* and one other vessel (illegible) under Mortgages and Charges, referring to the Don Trawling Company (Milford Haven) Ltd¹².

⁷ Vessels that appear to form part of this group include: *Aberdeen*, *Bradford*, *Ilfracombe*, *Scarborough*, *Xania*, *Grimsby*, *Dover*, *Fleetwood*, *Eastbourne*, and *Harwich*. The earliest launch noted is March 1896 for the *Harwich*, but the Lloyds certificates often cross refer to the *Aberdeen* so she may have been the lead ship of the group, albeit not first launched.

⁸ Shipping Gazette and Lloyds List 15th October 1896

⁹ Norwich Mercury 20th January 1900

¹⁰ Hull Daily Mail 5th February 1904

¹¹ Lancashire Evening Post 14th November 1931

¹² Western Mail 11th December 1937

The Lloyds Survey report for the *Bradford*¹³ and *Scarborough*¹⁴ notes they were sister vessels of *Aberdeen*.

IMAGES

The Milford Trawlers website has two images for the *Aberdeen*, as follows:

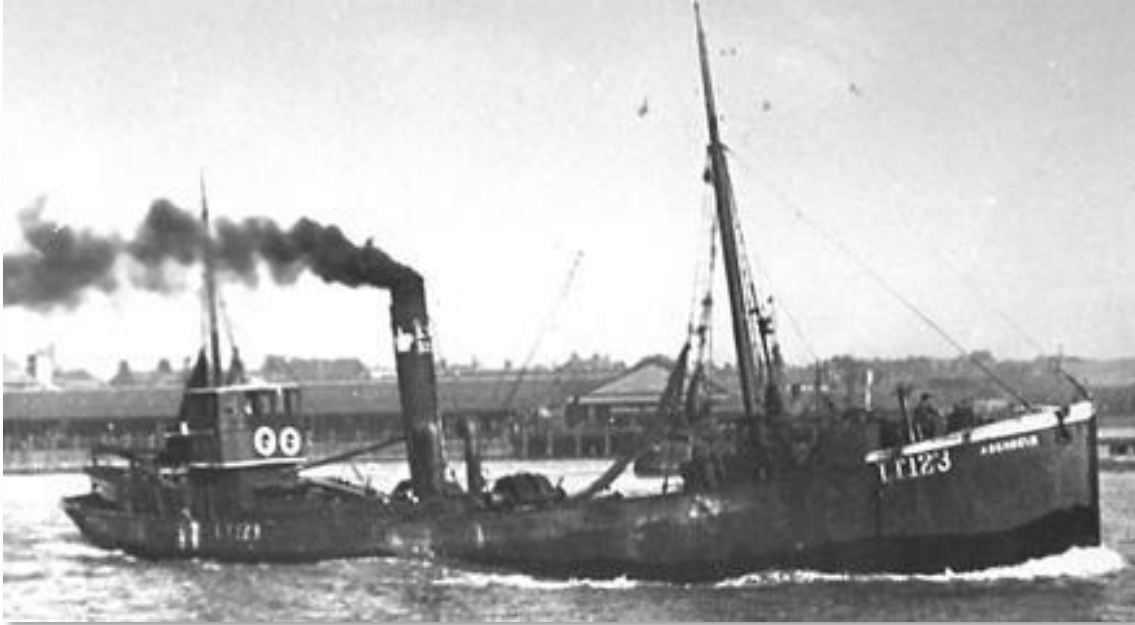


Figure 6.2 SS *Aberdeen* – date unknown but post 1925 based on LT fishing number¹⁵



Figure 6.3 SS *Aberdeen*¹⁶

¹³ <https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-gls176-0149-r> accessed 20.03.21

¹⁴ <https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-gls177-0164-r> access 20.03.21

¹⁵ <http://www.llangibby.eclipse.co.uk/milfordtrawlers/accidents%20&%20incidents/aberdeen.htm> accessed 20.03.21

In addition to these images a further picture of the *Aberdeen* is available on the Wrecksite.Eu website¹⁷:



Figure 6.4 SS *Aberdeen* – date unknown but post 1925 based on LT fishing number¹⁸

WORLD WAR 1 SERVICE

The *Aberdeen* was requisitioned for service in the First World War and is recorded in Dittmar and Colledge (1972, pg. 177) as follows:

- Admiralty Number 639;
- Port Number GY129;
- Tonnage 169;
- Year built 1896;
- 1-6pdr gun; and
- Service 10.14 to 1919.

No further information has been located on her service during World War I and generally it is difficult to trace the detailed history of such minor war vessels. Further information may be available in the National Archives.

A time line for the *Aberdeen* is included as Appendix C.

LOSS

The *Aberdeen* is reported to have been bombed and gunned by aircraft on the 11th March 1941 HMSO (1983 pg.60)¹⁹. The position is given as 'Cardigan Bay' but despite extensive searches in newspaper archives it has not been possible to find any further information on a more detailed location. There may be further information in the National Archive (see below). The Coflein

¹⁶ ibid

¹⁷ www.wrecksite.eu report on *Aberdeen*

¹⁸ Source: Wrecksite.EU website report

¹⁹ British Vessels Lost at Sea 1939-1945 HMSO Second Edition 1983 – British Merchant Vessels Lost or Damaged by Enemy Action during the Second World War, pg. 60

website includes a location for the wreck at National Grid Reference SN4125795649²⁰ as shown in Figure 6.5 but it is not clear where this is sourced from – sources reported on the website are Larn and Larn (2002) and Troughton (2006 pg. 102). This position translates to approximately 52° 32'08" N 004° 20'31" W²¹ and is located about 10nm offshore. Larn (2000) quotes a position of 52.20N 04.08.30W but this plots onshore and Larn notes that when locations are not known a 'holding' position may be used, as described in Larn (2000 pg. xviii).



Figure 6.5 Wreck location²²

Wikipedia notes that the *Aberdeen* was bombed and sunk in Cardigan Bay by Heinkel 111 aircraft of Kampfgeschwader 27 (KG27), Luftwaffe with the loss of eight of ten men²³.

The Coflein website notes that:

The trawler had left Milford for fishing grounds. A lone enemy bomber spotted the vessel and dropped a bomb near the stern. Enough damage was done to start the trawler taking on water and the captain was forced to order his crew into the ship's boat. Shortly after abandoning the trawler, the survivor's small boat was hit by gale. Only two crewmen, both Belgium [sic] refugees, were eventually saved.

The reference to Belgian refugees is not clear as all of the names of those lost appear to be British whilst the use of the word 'eventually' suggests it took some time for a rescue to be effected. The information on the Coflein website appears to be sourced from Troughton (2006 pg.102) which notes that:

Being a lowly trawler was no reason to be immune to the aggression of Hitler's Germany in 1941. *Aberdeen* set out from Milford Haven and was nearing the Cardigan Bay fishing grounds when she was spotted from the air, probably given away by the plume of smoke belching from her aging boilers. A lone bomber attacked dropping a heavy bomb just off her stern. Although not a direct hit, the bomb had done enough damage to the stern for *Aberdeen* to start taking in water. The captain ordered the crew of nine to take to the ships boat. Shortly after abandoning the sinking trawler a gale sprang up and by the time it had abated only two of the crew, both Belgian refugees, were still alive. Two days after the sinking of the *Aberdeen* the Dutch steamer *Perseus* was to suffer a similar fate further out into the Irish Sea.

²⁰ <https://coflein.gov.uk/en/site/272549/details/aberdeen> accessed 27.08.20

²¹ <https://www.bgs.ac.uk/data/webservices/convertForm.cfm#bngToLatLng> accessed 01.09.20

²² <https://coflein.gov.uk/en/site/272549/details/aberdeen> accessed 27.08.20

²³ https://en.wikipedia.org/wiki/List_of_shipwrecks_in_March_1941 accessed 01.09.20

The War Office Weekly Resume for the period 27th March to April 3rd 1941²⁴ includes the loss of the *Aberdeen* and notes that the vessel was sunk by bombs and machine guns, with the fate of the crew described as two landed and eight lost.

By Aircraft.									
Date.	Name and Tonnage.	Nationality.	Cargo.	From—	To—	How sunk.	In Convoy or not.*	Position.	Fate of Crew and Remarks.
Mar. 11	S/Trawler <i>Aberdeen</i> (163)	British		Fishing		Bomb and M.G.	Not	Cardigan Bay	2 landed, 8 lost.
Mar. 22	S/Trawler <i>St. Fistan</i> (495)	British		Drogheda	Cardiff	Bomb	Not	7 miles W.N.W. of Smalls	All lost.
Mar. 24	<i>Rosmore</i> (627)	British	Coal	Hayle	Barry Docks	Bomb	Not	12 miles N.W. Godrevy Island	4 landed, 2 injured, 5 missing.
Mar. 24	M/V Tanker <i>Solmsim</i> (8,070)	Norwegian	Government stores	Piræus	Alexandria	Bomb	Yes	Off South Coast of Crete	All saved.
Mar. 24	<i>Embricos Nicolaos</i> (3,798)	Greek	Government stores	Piræus	Port Said	Bomb	Yes	Off South Coast of Crete	Not yet known.
Mar. 25	<i>Beaverbrae</i> (9,956)	British	Ballast	Liverpool	St. John, N.B.	Bomb	Not	166 miles N.W. Cape Wrath	All saved.
Mar. 25	<i>Escaut</i> (347)	Dutch	Coal	Ayr	Par (Cornwall)	Bomb and M.G.	Not	8 miles off Bude	1 wounded.
Mar. 26	<i>Empire Mermaid</i> (6,881)	British	Steel and scrap	Portland (Ma.)	Liverpool	Bomb	Not	150 miles W. of Cape Wrath	19 rescued, 30 missing.
Mar. 26	<i>Somali</i> (6,800)	British		London	Hong Kong	Bomb	Yes	17 miles N.N.E. of Blyth	1 killed.
Mar. 26	F/V <i>Beinisvor</i> (85)	Faroese				Bomb	Not	60 miles E. of Faroes	All landed Thorshavn.
Mar. 27	<i>Meg Merrilies</i> (642)	British	General			Bomb	Not	Near St. Govens Light Vessel	All saved.
Mar. 28	M/V <i>Antwerpen</i> (384)	Dutch	Coal	Barry	Barnstaple	Bomb	Not	N.W. of Bull Point, Lundy Island	3 lost, 4 saved.
Mar. 28	S/Trawler <i>Kestrel</i> (75)	British		Fishing		Bomb	Not	N.E. of Lundy Island	1 killed.
Mar. 29	S/Trawler <i>Kimberley</i> (190)	British				Bomb	Not	22 miles S.E. Flam-borough Head	All saved.

* This information is provisional and may be modified subsequently on receipt of Commodore's report.

Figure 6.6 War Office Weekly Resume 27th March to April 3rd 1941 Sunk by Aircraft²⁵

The Resume goes on to note that 'during March, the Condor Unit carried out its highest number of sorties yet recorded. The most effective attacks on shipping during the past month have been made by a He. 111 unit based at Tours, using advanced bases at Brest and Dinard and operating against shipping in the Western Approaches. During March, this unit carried out a considerably greater number of sorties during daylight than any other gruppe in the German Air Force'. KG27 is reported in Wood & Gunston (1977 pg. 25) to have been based at Tours, Dinard and Rennes-St Jacques until May 1941 when the unit left for the East. A German website²⁶ notes that 'during air raids in the west of Great Britain, German planes, especially He 111 from KG27, sank... in Cardigan Bay on 11.3 the trawler *Aberdeen*'. It has not been possible to corroborate this German source so whilst it is possible *Aberdeen* was sunk by KG27 this cannot be considered definitive. Figure 6.7 shows a photograph of a crashed Heinkel 111 on 1st April 1941 reported to be from KG27, victory symbols for shipping losses are visible on the tail.

Poolman (1978) notes that the Focke Wulf FW 200 Condor was a four engined German maritime reconnaissance aircraft and bomber converted from a pre-war airliner. It was known for sinking a large number of vessels in British waters in the early years of the Second World War. After the capture of France these aircraft were involved in long range missions over the Western Approaches and Atlantic, Wood & Gunston (1977 pg. 67) note that in some cases this involved flights originating at Bordeaux on the West coast of France that then circumnavigated the British Isles to terminate in Norway, followed by a return mission several days later back to France. Several of the trawlers owned by the same company as *Aberdeen* encountered German aircraft around this time. Poolman (1978 pg. 61) records that in February 1941 'the trawlers *Scarborough* and *Ilfacombe*, replying to the cannon and machine gun fire of a Condor off Bantry Bay with their Lewis guns, shot their attacker down'.²⁷ Similarly, a newspaper report of 1st

²⁴ TNA CAB-66-16-wp-41-78-1

²⁵ *ibid*

²⁶ www.wlb-stuttgart.de/seekreig/41-03.htm accessed 20.07.20

²⁷ <http://www.llangibby.eclipse.co.uk/milfordtrawlers/accidents%20&%20incidents/scarborough.htm> accessed 20th March 2021 suggests this attack took place on 20th February 1941, reporting an article from the West Wales Guardian of 22nd

February 1941²⁸ notes that 'the British trawlers *Charmouth* and *Rattray* drove off a German plane which attacked them while they were fishing', bombs missed both vessels and they were then attacked with machine guns and cannon but the German plane was hit and crashed some miles away. All four of these vessels were owned by the same company as the *Aberdeen*.

The closest loss in terms of date reported in Poolman (1978 pg. 64) is that of the SS *Inishtrahull* attacked on March 13th but there is no mention of the loss of the *Aberdeen* to a Condor, although the loss of a number of other trawlers is recorded in the book. It is unlikely that the names of ships attacked by Condors in Poolman (1978) is exhaustive but the fact that *Aberdeen* is not recorded may be consistent with an attack by the smaller, shorter ranged twin engined Heinkel 111 aircraft, perhaps also consistent with the *Aberdeen* being in Cardigan Bay rather than further out into the Atlantic.



Figure 6.7 Heinkel 111 in France reported to be from KG27, 9th April 1941, note the victory symbols for shipping missions on the tail showing one large and one small vessel²⁹

Although it is reported that two crew survived it has not been possible to establish how they got ashore, there is no record of any RNLi service³⁰ to the *Aberdeen* which may be evidence she was some distance offshore.

A search of newspaper archives³¹ has not revealed any contemporaneous report of the loss of the *Aberdeen*. Searches for the names of the crew in newspapers from the towns where they lived have also not provided any information.

No record could be located of the wreck of the *Aberdeen* being a known site in Dive Guides or websites for Welsh Diving. It is possible the wreck is known but has not been identified. A report

August 1941 stating that 'The awards committee have awarded a total sum of one hundred pounds to the skipper and crew of the steam trawler *Scarborough* for meritorious service on February 20th 1941 after enemy attack. The *Scarborough* was bombed out in the Atlantic but the men stuck to their boat and reached home without loss. Owing to the departure to the services and to other ports of members of the crew of the *Scarborough*, it was found impossible to mark the occasion with a special presentation and the owners' secretary has sent each share of the reward for valour.'

²⁸ Dundee Courier 1st February 1941

²⁹ <https://www.asisbiz.com/il2/He-111/KG27/pages/Heinkel-He-111H5-1.KG27-WNr-3681-crash-landing-France-Apr-09-1941-01.html> accessed 02.08.20

³⁰ <https://rnliarchive.blob.core.windows.net/media/1675/1941wys.pdf> accessed 21.07.20

³¹ <https://www.britishnewspaperarchive.co.uk> accessed 02.08.20

on the vessel was ordered from the Wrecksite.EU website but this did not contain any location for the wreck and did not provide any additional information of note.

National Archive file BT347/8/1 Index to War Casualties includes the *Aberdeen* and confirms the date of loss of 11th March 1941; there may be more information available under the casualty lists in BT347. This source also refers to an entry in Lloyds List for 18th March 1942, though this may only relate to closure of the register for the vessel.

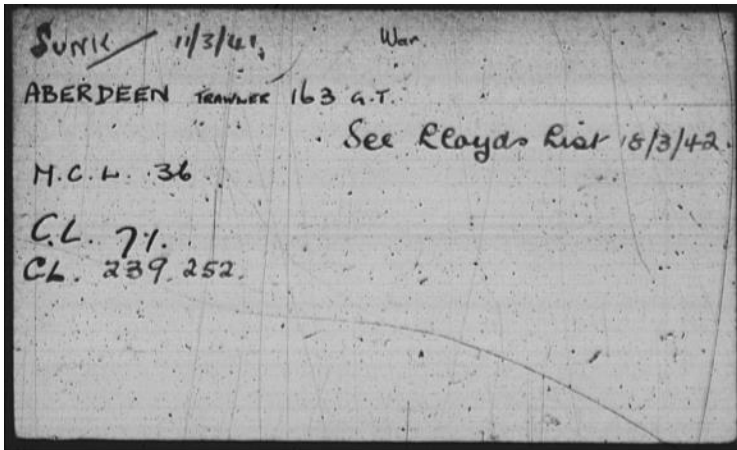


Figure 6.8 National Archive BT437/8/1³²

CREW

At the time of her loss *Aberdeen* was fishing from Milford Haven though she still retained a Lowestoft fishing number and many of her crew were from the east coast.

The Wrecksite.Eu report³³ gives a total of 16 people on board; this is highly unlikely for a steam trawler which more typically would have a crew of eight to twelve. On the basis of the dates on which they were lost it is considered that the following were members of the crew of the *Aberdeen* at the time of her sinking:

BARBER, JOHN CHARLES (56), Skipper, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Son of Mr. and Mrs. John Barber; husband of Rosa Barber, of Grimsby, Lincolnshire, Memorial: Grangegorman Military Cemetery

BUTLER, ARTHUR (59), Third Hand, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Memorial: Tower Hill Memorial

COE, WILLIAM A. (34), Second Hand, FV *Aberdeen*, Fishing Fleet, †12/03/1941, Son of Ben and Alice Coe husband of Ruby E. Coe, of Milford Haven, Pembrokeshire, Memorial: Grangegorman Military Cemetery

CATCHPOLE, FREDERICK ERNEST (40), Chief Engineer, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Husband of Emma Phoebe Martha Catchpole, of South Lowestoft, Suffolk, Memorial: Tower Hill Memorial

HARRISON, LESLIE (29), Third Engineer, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Son of William Dudley Harrison and Ethel May Harrison, of Hull, Memorial: Tower Hill Memorial

MILLS, WILLIAM THOMAS (50), Fireman, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Husband of Florence Mills, of Grimsby, Lincolnshire, Memorial: Tower Hill Memorial

³² TNA BT437/8/1

³³ www.wrecksite.eu report on *Aberdeen*

MURPHY, JAMES ARTHUR (51), Second Engineer, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Memorial: Tower Hill Memorial

PAGE, GEORGE HENRY (49), Cook, FV *Aberdeen*, Fishing Fleet, †11/03/1941, Son of W. G. and Mary Page; husband of Ethel May Page, of Hull, Memorial: Tower Hill Memorial

The following names are also listed in the Wrecksite.Eu report but in fact these seem to be sailors either from the city of Aberdeen, or relate to dates of loss later in March or in April 1941. Most of these names are recorded on the Tower Hill Memorial as the crew of the *Kinclaven*, an Aberdeen vessel lost on 27th March 1941; the details included of these individuals in the Wrecksite.Eu reports are as follows, note the date of death:

CHRISTIE, JAMES (55), Fisherman, FV *Aberdeen*, Fishing Fleet, †27/03/1941, Husband of Isabella M. Christie, of Aberdeen, Memorial: Tower Hill Memorial

CHRISTIE, JOHN (46), Fisherman, FV *Aberdeen*, Fishing Fleet, †27/03/1941, Memorial: Tower Hill Memorial

GAULT, JOHN (47), Second Hand, FV *Aberdeen*, Fishing Fleet, †27/03/1941, Son of William and Jane Ann Smith Gault; husband of Isabella Gault, of Torry, Aberdeen, Memorial: Tower Hill Memorial

MAIN, WILLIAM (45), Skipper, FV *Aberdeen*, Fishing Fleet, †27/03/1941, Husband of Margaret W. Main, of Torry, Aberdeen, Memorial: Tower Hill Memorial

MAIN, WILLIAM (41), Fireman, FV *Aberdeen*, Fishing Fleet, †27/03/1941, Son of William and Anne Main; husband of Isabella Livingstone Main, of Kincorth, Morayshire, Memorial: Tower Hill Memorial

MOORE, EDWARD (71), Chief Engineer, FV *Aberdeen*, Fishing Fleet, †27/03/1941, Memorial: Tower Hill Memorial

PHILLIPS, JOHN (63), Fisherman, FV *Aberdeen*, Fishing Fleet, †27/03/1941,

The final person in the Wrecksite.Eu report in fact appears to relate to the loss of the *St Clements* on 5th April 1941, the details included in the Wrecksite.Eu reports are as follows:

CRUICKSHANK, GORDON (44), Chief Engineer Officer, FV *Aberdeen*, Merchant Navy, 05/04/41, Husband of Isabella L. Cruickshank, of Aberdeen, Memorial: Tower Hill Memorial

Older Crew Lists

Crew lists for the earlier years of *Aberdeen* are available³⁴, as follows, but no copies have been ordered at this stage:

Year	Source	Reference
1914	Maritime History Archive ³⁵	S1
1919	Maritime History Archive	S1
1920	Maritime History Archive	S1
1921	Maritime History Archive	S1
1922	Maritime History Archive	S1
1923	Maritime History Archive	S1
1924	Maritime History Archive	S1
1925	Maritime History Archive	S1
1926	Maritime History Archive	S1
1927	Maritime History Archive	S1
1929	Maritime History Archive	S1

³⁴ https://www.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=106676 accessed 29.02.21

³⁵ https://www.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=106676 accessed 05.12.20

Year	Source	Reference
1930	Maritime History Archive	S1
1931	Maritime History Archive	S1
1932	Maritime History Archive	S1
1933	TNA	BT99/4211
1934	Maritime History Archive	S1
1935	National Maritime Museum?	S1
1936	Maritime History Archive	S1
1937	Maritime History Archive	D1
1938	Maritime History Archive	S1
1938	TNA	BT99/4455
1939	TNA	BT381/10
1940	TNA	BT381/562
1941	TNA	BT381/1236

Table 6.1 Crew Lists³⁶

LOST AT SEA

The *Aberdeen* is recorded on the Tower Hill Memorial with the following six names, all of which were included in the Wrecksite.Eu report:

- A Butler;
- F E Catchpole;
- L Harrison;
- W T Mills;
- J A Murphy; and
- G H Page.

As shown in Figure 6.9 below:



Figure 6.9 Panel 123 Tower Hill Memorial, London³⁷

³⁶**D1 denotes** Official Log Book and Account of Voyages and Crew for vessels of less than 80 tons register; exclusively employed upon the coasts of the United Kingdom. **S1 denotes** Running Agreement, Account of Voyages and Crew and Official Log Book for a Fishing Boat of 25 Tons Tonnage or upwards.

³⁷<https://www.benjidoq.co.uk/Tower%20Hill/Fishing%20Vessels%20Aberdeen%20to%20Bass%20Rock.html> accessed 20.07.20

Research on the Commonwealth War Graves Commission website³⁸ revealed the following further details on the lost crew, which corroborates information in the Wrecksite.Eu report:

- BUTLER, Third Hand ARTHUR. Fishing Fleet. Fishing Vessel *Aberdeen* (Lowestoft). 11th March, 1941. Age 59. Panel 123;
- CATCHPOLE, Ch. Engr. FREDERICK ERNEST. Fishing Fleet. Fishing Vessel *Aberdeen* (Lowestoft). 11th March, 1941. Husband of Emma Phoebe Martha Catchpole, of South Lowestoft, Suffolk. Panel 123;
- HARRISON, Third Engr. LESLIE. Fishing Fleet. Fishing Vessel *Aberdeen* (Lowestoft). 11th March, 1941. Age 29. Son of William Dudley Harrison and Ethel May Harrison, of Hull. Panel 123;
- MILLS, Fireman WILLIAM THOMAS. Fishing Fleet. Fishing Vessel *Aberdeen* (Lowestoft). 11th March, 1941. Age 50. Husband of Florence Mills, of Grimsby, Lincolnshire. Panel 123;
- MURPHY, Second Engr. JAMES ARTHUR. Fishing Fleet. Fishing Vessel *Aberdeen* (Lowestoft). 11th March, 1941. Age 51. Panel 123; and
- PAGE, Cook GEORGE HENRY. Fishing Fleet. Fishing Vessel *Aberdeen* (Lowestoft). 12th March, 1941. Age 49. Son of W.G. and Mary Page; husband of Ethel May Page, of Hull. Panel 123.

It is notable that the date of death for George Page is given as the 12th of March. The website Wrecksite.Eu notes that Leslie Harrison is commemorated on the Hull Memorial.

The remaining two crew members reported lost with the ship are not recorded on the Tower Hill Memorial but lie in the Grangegorman Military Cemetery in Dublin, as follows:

- BARBER, Skipper JOHN CHARLES, Fishing Fleet. Steam Trawler *Aberdeen* (Lowestoft). 11th March, 1941. Age 56. Son of Mr. and Mrs. John Barber; husband of Rosa Barber, of Grimsby, Lincolnshire. Grave C.E Section 1000; and
- COE, 2nd Hand WILLIAM A., Fishing Fleet. Steam Trawler *Aberdeen* (Lowestoft). 12th March, 1941. Age 43. Son of Ben and Alice Coe; husband of Ruby E. Coe, of Milford Haven, Pembrokeshire. Grave C/E Section 1001.

Again, the date of death for William Coe is given as the 12th of March. This may relate to the information from Troughton (2006) that the crew took to their boat and were then caught in a gale, rather than being lost in the sinking. Photographs of the graves of Barber and Coe are available on the internet^{39,40}:

³⁸ <https://www.cwgc.org/find-war-dead> accessed 20.07.20

³⁹ <https://www.findagrave.com/memorial/30637092/john-charles-barber#view-photo=165926039> accessed 21.07.20

⁴⁰ <https://www.findagrave.com/memorial/57621280/william-a-coe/photo> accessed 21.07.20



Figure 6.10 Headstones for J.C. Barber (left) and W. A. Coe (right) Dublin Cemetery

A further document, Figure 6.11, on the Commonwealth War Graves Commission website shows that Barber and Coe were buried in Drogheda (Little Calvary) Cemetery.

CAPT. VESPER 15702
DUBLIN BIRE

Form H/2

Contract No:- SCHEDULE "A" Page No: 1

Name & Address of firm:- Name of Burial Place:-
DROGHEDA (LITTLE CALVARY) CTY., CO. LOUTH,
BIRE NO. 1

R/1260/1/N/8	34	1	R/1260/1/N/8	35	2
J.C. Barber			W.A. Coe		
Skipper			Second Hand		
Steam Trawler "Aberdeen"			Steam Trawler "Aberdeen"		
11th March 1941 Age 56			12th March 1941 Age 34		
(Cross)			(Cross)		
Deep in our hearts			Lost awhile, my fondest love,		
A memory is kept			Till we meet again.		
Of those we loved			Your loving wife		
And will never forget			And children		

Figure 6.11 Commonwealth War Graves Commission Record for J C Barber and W A Coe

An article in the Mid Louth Independent newspaper for 28th August 2018⁴¹ explains this, noting that:

No doubt there are some relations of the Murphy Brothers, the builders once based at the Old Abbey, out there. They would have been involved in a lot of jobs but hardly none more unusual than in September of 1961. They were asked to exhume two bodies close to Calvary cemetery on the orders of the British War Graves Commission and the Board of Works. The story began in March 1941 when the trawler 'Aberdeen', a steam vessel out of Lowestoft, was

⁴¹ <https://www.pressreader.com/ireland/mid-louth-independent/20180828/281973198518478> accessed 21.07.20

attacked by a German plan [sic], both bombed and riddled with gunfire, in Cardigan Bay. Sometime later, two bodies were washed up near Drogheda and taken to the burial grounds at Calvary. They were the skipper of the *Aberdeen*, John Charles Barber and the second hand, William Coe. John Barber was 56 and lived in Grimsby while William was 34 and lived in Milford Haven. It had been decided that two decades after they were buried in Drogheda, the part would be removed to the military cemetery in Grangemoran.

William Coe is commemorated on the War Memorial in Milford Haven:

William Alfred Coe, Second Hand, Fishing Fleet. William was the son of Ben and Alice Coe, of Yarmouth. He married Ruby E. Ball, of Milford Haven in 1931. William served aboard the Steam Trawler *Aberdeen*, a Lowestoft registered trawler. William drowned when she was sunk by enemy aircraft in Cardigan Bay on 12 March 1941. He was 34 years old, and is buried at Grangegorman Military Cemetery, Ireland.

Figure 6.12 William Coe entry - Milford Haven War Memorial⁴²

Leslie Harrison is commemorated on Panel 3 of the Hull Lost Trawlermen of Hull 1939 – 1945⁴³, Hessle Road, Hull although George Page, also of Hull, does not appear to be listed.

SURVIVING CREW

The names of the two crew who are reported to have survived is not clear other than the reference in Troughton (2006 pg.102) which notes that the survivors were Belgian refugees. The Western Mail of 20th February 1941 discusses the award of a gift from the Milford Haven Trawlers Association to trawler hands for fighting off an attack by enemy aircraft. It notes that a Belgian, Julien Luca, who distinguished himself in the fight, was not available and would be presented with his award at a later date. The website for Milford Haven Town Council⁴⁴ includes information about Belgian refugees who came to the area in World War 1 and then notes that in World War 2 thousands of Belgians again came to the UK. The Belgian Government in exile established a military camp in Tenby and the 'fishermen went to Milford Haven again'. The Council were contacted but to date it has not been possible to locate any further information.

⁴² <https://www.wwwmp.co.uk/pembrokeshire-memorials/milford-haven-ww2-memorial/> accessed 20.07.20

⁴³ <https://www.warmemorialsonline.org.uk/memorial/251978/> accessed 08.12.20

⁴⁴ http://www.walesforpeace.org/wfp/theme_refugeesandsanctuary.html accessed 09.12.20

7.0 Analysis

The research established the outline of the history of the *Aberdeen* and when and how she was lost but did not reveal the location with any degree of certainty, or any substantive details of how she was lost. It was frustrating that despite extensive web based searches almost no references could be found to the loss of the vessel. It is possible that she was further out to sea than the location provided on the Coflein website and there was no RNLi rescue, or the surviving crew were picked up further out to sea and landed at a more remote port. Given that the bodies of two of the crew were found in Eire it is also possible, but probably unlikely, that the rescued crew were landed in the Republic.

The vessel was lost at a time of intense anti-shipping aircraft activity in the Irish Sea and the Western Approaches. It was notable that several other ships owned by the same company were reported to have been attacked by German aircraft during this period though none appear to have been lost. In one case there was a claim that the attacking aircraft was shot down. On this basis it appears all of the vessels owned by this company were still fishing in 1941, rather than having been requisitioned, but also appear to have been armed. It is also notable that the company used pair trawlers, a technique that seems to have been relatively unusual in British waters at the time but evidently delivered good catches – perhaps this is why they remained fishing. This does raise the question that if the vessel were pair fishing where was the partner of the *Aberdeen* when she was attacked? A year before she was lost the *Aberdeen* is recorded to have collided with and sank another trawler called the *Xania*, which was her pair trawler. Perhaps the company was unable to replace her and she was fishing alone – and perhaps this made her more vulnerable to attack. The *Xania* was a sister of *Aberdeen*, part of a group of 25 vessels to the same design reported to have been built for Hagerup Doughty and Co, her history is almost identical - built in the same year by the same yard and then passing through the same owners to meet her fate a year before her consort. The focus of wartime service by trawlers is often on requisitioned ships taken up into Naval services – perhaps reflecting better survival of military records. But from the story of the *Aberdeen* it is also clear that many ships remained fishing in a civilian capacity, presumably to provide food and evidently at considerable risk. As noted below, research by the author into another wartime civilian trawler loss also proved difficult, the story of civilian fishing activities during the war is an area that might merit further research.

A lot of time was spent searching newspaper articles on BNA but this did not yield any significant information. Whilst this was a useful web site because it allows searches of the newspaper articles no information was found on the loss of the *Aberdeen*. This is a problem the author has experienced before when searching for information on small vessels lost during the war (in this case the small trawler SS *Kincorth* off Anglesey) where there also do not seem to be any contemporaneous records. It was not possible to locate a 'wreck report' for the *Aberdeen* and presumably formal inquiries into wartime losses were not held. The lack of information may reflect wartime censorship but even this seems unusual, in the case of the *Kincorth* it was possible to find local newspaper articles discussing individual crew members 'lost at sea' but this was not the case for the *Aberdeen*. It is possible there is information on her loss in the National Archive or Lloyds List, information sourced from the National Archive includes the note 'see Lloyds List 18/3/42'. There may also be more information on individual crew members in local Grimsby or Lowestoft newspapers that are not yet present on the BNA. This is a factor in the use of websites like BNA in that not all newspapers are present on the site and there may be bias introduced by this. Also specialist newspapers like Lloyds List were not present on BNA for this period. Searches in local archives may be more productive.

The research was complicated by the name of the ship itself, and the fact that she was also a trawler. Aberdeen was an important port for both building trawlers and for fishing itself, searches around terms like 'aberdeen trawler' returned lots of information about vessels sailing from the port of Aberdeen.

From the information that has been found it appears that all of the crew were able to get off the ship when she was lost but only two survived. There are reports a gale after they abandoned ship and this presumably contributed to the fatalities, it is not clear whether all of the crew were in the ships boat or whether the two survivors were in a separate boat, or on a raft. Although sunk on 11th March two of the crew have their date of death recorded as the 12th, perhaps reflecting that the crew were in the boats until at least the following day.

The discovery that the two surviving crew members were Belgian and the presence of a community of Belgian refugees in an around Milford Haven was an interesting aside. It appears that this community replicated a similar one in the area during World War 1, the comment that the refugee Belgian fishermen returned to fishing at Milford Haven is interesting and points towards an area of research that might merit further attention.

Finally, the *Aberdeen* was reported to have been sunk by a Heinkel 111 aircraft from KG 27 on 11th March 1941. Figure 6.7 is reported to show an aircraft from this geschwader after crash landing in France on 9th April 1941, on the tail is a tally of ships, one large and one small. Could the smaller vessel be the *Aberdeen*? The number of this aircraft is visible in the photograph; further research in German archives could reveal this.

8.0 Conclusions & Recommendations

The research partly met the objectives of establishing the history of the *Aberdeen*, however, research was impeded by the fact the vessel was lost during World War II and it is considered that this limited information available from sources such as newspapers.

No information relating to the loss of the vessel could be located in contemporary newspaper articles that were available on the British Newspaper Archive (BNA), a pay to view site. This may relate to wartime censorship. References to the loss of vessel were found in several published sources but information was limited. The greatest amount of information relating to the loss of the *Aberdeen* came from *Ceredigion Shipwrecks* (2006), which may relate to sources from local archives or newspapers not included in the BNA.

One location for the wreck was found on the Coflein website (www.coflein.gov.uk) about 10 miles west of Aberdyfi but this could not be verified from any other sources, and it was not clear from the information on the Coflein website where this location has come from.

It appears that the crew of the *Aberdeen* survived the attack that sank their ship but only two ultimately survived. Two bodies were recovered in Eire. The two survivors were Belgian refugees, from a community in South Wales. It was notable that there was a similar Belgian community in the area in World War 1.

In terms of further research the following could be undertaken:

- Try to establish the position in which the *Aberdeen* sank – it might be possible to confirm this from the sources used by the Coflein website or from the National Archive, Lloyds List or local archives;
- Try to establish the story of the loss of the ship, and in particular how and where the survivors were rescued; and
- Understand the role of the Belgian refugee community in South Wales during the war, and their links with the Milford Haven fishing fleet.

It is possible that the wreck of the *Aberdeen* is already known but has not been identified. Alternatively, especially if the wreck is 10 miles or more offshore the wreck may not be known to the diving community. If the location can be pinpointed then it could be dived to record its condition although the vessel appears to be a relatively typical steam trawler from the first part of the 20th century.

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For website references please refer to footnotes.

Appendices:

Appendix A – Lloyd’s Registers entries for the *SS Aberdeen*

LLOYDS REGISTER ENTRIES

1930

- No 56405
- Official number 106676
- Aberdeen
- SteelscY1
- ssLwt.2ndNo8-10,22
- ssLwt.No.1-27
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- 100A1 Stm Trawler 10,30
- Port of survey Lowestoft LMC ?,27
- Tail shaft last seen 10,30
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British
- T3 Cy. 10", 16" & 27" – 20" 180lb 45 RHP
- 1SB. 2pg, GS26, HS656
- Muir & Houston,.Ld. Gls
- Moulded depth 11"7

1931

- No 06404
- Official number 106676
- Aberdeen
- SteelscY1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- 100A1 Stm Trawler 10,31
- Port of survey Lowestoft 10,31
- Date when tail shaft last seen 10,30
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 180lb 45 RHP
- 1SB. 2pf, GS26, HS656
- Muir & Houston,.Ld. Gls
- Moulded depth 11"7

1932

- No 79444
- Official number 106676
- Aberdeen
- SteelscY1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- 100A1 Stm Trawler 10,32 NB 10,14
- Port of survey Lowestoft DS7,32 LMC 10,31
- Date when tail shaft last seen 10,30
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 180lb 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. Gls
- Moulded depth 11"7

1933

- No 06045
- Official number 106676
- Aberdeen
- SteelscY1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- 100A1 Stm Trawler 11,33 NB10,14
- Port of survey Lowestoft LMC 10,31 BS7,32
- Date when tail shaft last seen 11,33
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20"
- 180lb
- 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. Gls
- Moulded depth 11"7

1934

- No 56546
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- 1Dk
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- 100A1 Stm Trawler 9,34 NB10,14
- Port of survey Lowestoft LMC 10,31 BS~~8,338,34~~
- Date when tail shaft last seen 11,33
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20"
- 180lb
- 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. Gls
- Moulded depth 11"7

1935

- No 05041
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- 1Dk
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- 100A1 Stm Trawler ?,?? NB10,14
- Port of survey Lowestoft ~~LMC 10,31 BS8,338,34~~
- Date when tail shaft last seen ~~11,33~~ 11,35
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 180lb 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. Gls

- Moulded depth 11"7

1936

- No 55045
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- 1Dk
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- ... 8,36 Stm Trawler NB10,14
- Port of survey Lowestoft
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Consolidated Fisheries, Ld (Sir John D Marsden, Bart. Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 45 RHP
- 1SB. 2pf, GS26, HS656
- Muir & Houston,.Ld. Gls
- Moulded depth 11"7

Note vessel not recorded as 100A1.

1937

- No 04543
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- 1Dk
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- ... 8,36 Stm Trawler NB10,14
- Port of survey Lowestoft
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Don Trawling Co (Milford Haven) Ltd (J.C.Llewelin Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Dpts09
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 45 RHP
- 1SB. 2pf, GS26, HS656
- Muir & Houston,.Ld. Gls

- Moulded depth 11"7

Note vessel not recorded as 100A1

1938

- No 54443
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- 1Dk
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- ... 8,36 Stm Trawler NB10,14
- Port of survey Lowestoft
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Don Trawling Co (Milford Haven) Ltd (J.C.Llewelin Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Dpts09
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. Gl
- Moulded depth 11"7

1939

- No 04345
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- 1Dk
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- ... 8,36 Stm Trawler NB10,14
- Port of survey Lowestoft
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Pair Fishing Co. Ld. (H.J. Horwood, Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Dpts09
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 45 RHP
- 1SB. 2*pf*, GS26, HS656

- Muir & Houston,.Ld. GlS
- Moulded depth 11"7

1940

- No 54347
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- ... 8,36 Stm Trawler NB10,14
- Port of survey Lowestoft
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Pair Fishing Co. Ld. (~~H.J. Horwood, Mgr~~) (H.J.Richards Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Deck pts09
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. GlS
- Moulded depth 11"7

1941

- No 04348
- Official number 106676
- Aberdeen
- Y1
- ssLwt.2ndNo8-10,22
- ssLwt.No.2-31
- Gross tonnage 163
- Under deck tonnage 150
- Net tonnage 69
- ... 8,36 Stm Trawler
- Port of survey Lowestoft
- Built 1896 11 mo
- Builder Mackie & Thomson, Glasgow A&CP
- Owner Pair Fishing Co. Ld. (H.J. Richards, Mgr)
- Length 104.2 ft Breadth 20.5 ft Depth 10.7 ft Q 17' F 19'
- BK 7½"
- Deck pts09
- Port of Registry Lowestoft
- Flag British ABH Cem
- T3 Cy. 10", 16" & 27" – 20" 45 RHP
- 1SB. 2*pf*, GS26, HS656
- Muir & Houston,.Ld. GlS
- Moulded depth 11"7

Appendix B – Lloyds Survey Information

14798 GLO

PLATING.				RIVETING.														
STRAKES.	AS IN SHIP				PER ROLL OR AS APPROVED		LOWER EDGES.				BUTTS.							
	AMIDSHIP	FO'WARD	APFT	AMIDSHIP	Width	Thickness	Single or Double	Width of Lap	Dist.	Spacing (1/2 in)	Double or Triple and for what length	RIVETS	Dist.	Spacing	Width	Thick.	Length	
Fast-Piece KEEL	Sub- <u>Bar</u> Keel						Double				Keel							
GARBOARD or A Strake	48	8	8	8	48	8	Double	4 1/2	3/4	3	Double	3/4	2 1/2	9 1/2	9			
B		7	6	7			Single	2 1/2	"	"	"	"	"	"	7 1/2	9	7 1/2	all
C		7	7	7			"	"	"	"	"	"	"	"	7 1/2	9	7 1/2	all
D		7	6	6			"	"	"	"	"	"	"	"	7 1/2	9	7 1/2	all
Sheer or E	48 1/2	9	8	7	48 1/2	9	Double	4 1/2	"	"	"	"	"	"	14 1/2	10		
F																		
G																		
H																		
I																		
J																		
K																		
L																		
M																		
N																		
O																		
P																		
DECLINE of Flat Plate Keel																		
Length of Bilge																		
Length of Sheerstrakes																		
Distance of Strake below																		
POOP SIDES																		
RAISED QUONSON DE SIDES						9/16	7/16									5/16		
BRIDGE SIDES																		
FORECASTLE SIDES																		
LENGTH OF PLATING						8 1/2	6 1/2											

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for FRAMES, PLATES, BEAMS, KEELSONS, TIE and STRINGER PLATES, outside Plating, &c.: Commons process.

Butts, double riveted for full length amidship.
 Straps, single riveted or overlapped for full length amidship.
 Butts of Bilge & Side Stringers, and Tie Plates, triple or double riveted? J+D.
 Inner Bottom Plating, riveting of Edges ✓ Butts ✓
 Centre Girders Butts, ✓ riveted. Keelson Butts, triple riveted.
 Frames, riveted through Plates with 5/8 in. Rivets, about 4 1/2 apart.
 Rivets, state whether of Iron or Steel. Iron

FRAMES extend in one length from Keel to gunwales
 REVERSED FRAMES on Booms and frames extend from to bilge (if main deck alternately in way of hold)
Double in St. B. space to bilge Keelson

MASTS, SPARS, &c.

LOWER MAST	Material	Total length	DIAMETER AND THICKNESS		No. of Flies in mast	APPLIC.	RIVETING
			At Partners	Between			
Fore pole	PP						
Mizzen pole	Steel	33 1/2	11 x 9/16	1 x 7/16	2	✓	Single Double

Remains: Yards and Remainder of SPARS Spars
 Rigging Material and Size. Shrouds Stulwork 3, 2 1/2
 Stays 3 1/2 - 2' length
 Nails. Iron Suit of Soils and the following spare sails ✓

EQUIPMENT No. ✓ LETTER ✓ TONNAGE FOR TRAWLERS 150.29 U.Dk.
 ANCHORS.

Number of Castings	Anchors	WEIGHT OF STOCK		TONE, OR CONTRACT		WEIGHT RUN BY GALE		Description of Anchor	Makers	Where and when tested and Superintended
		Certs. qrs. lbs.	Certs. qrs. lbs.	Tons. Certs. qrs. lbs.	Tons. Certs. qrs. lbs.					
30117	1st Bower	4	2	1	14	6	17	2	Redport	Taylor & Sons, Lond. 27/8/96
30118	2nd "	4	2	1	14	6	17	2	Do	do } H. T. Welford
30119	3rd "	2	2	1	14	5	14	5	Do	do } do
	(calculated weight)	11								

Stream
 Kedje
 End Kedje

CHAIN CABLES.

Number of Castings	Fathoms	Tensile Certificates	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Mile	Description	Makers or Casters	Vine and when tested and Superintended	Material	Fathoms	Size	Tensile Certificates	Fathoms and Size Per Mile
			Supplied	Per Mile									
12456	75	15/16	23	7 3/8	20 3/8	3-11 7/8	3/16 galv. plated	3. Dupont & Sons	Manila	60	5 1/2		80-5 1/2
				15-8				Sm-d 16/10/96					80-3 1/2
								H. T. Welford					

Iron Stream Chain
 or Steel Wire

HAWSERS AND WARPS.

Boats one long boat

Pumps, Number 3 Diameter of Barrel and Tail Pipe 4 x 2 Wood & Eng iron. 3 1/2 ft

Windlass: C. Robinson hand, & wind powered Capstan ✓ Stam truck

Engine Room Skylights.—How constructed? Teak on 3/4" casing

What arrangements for daylight in bad weather? Bulls eyes

Coal Bunker Openings.—How constructed? Cast iron How are lids secured? Chutches Height above deck? Flush

Number of Scuppers, and number and dimensions of Freeing Ports, &c. Scuppers 6/8. 2 Ports. 3/8. 21 x 12

Ceiling in Holds, thickness and material. 2" R.P. Ceiling 'tween Decks, thickness and material. 2" R.P.

Cargo Hatchways.—How formed? Plates & angles Hatches.—If strong and efficient? 2 1/2" Solid

State size No. 1 Hatch (Forward) 3-6 x 3-6 No. 2 Hatch 3-6 x 4 1/2 No. 3 Hatch 2-9 x 2 1/2 No. 4 Hatch ✓

Number of Web Plates, Shifting Benches, and Fare and Alters to each Hatch ✓

No. of Breasthooks 2 1/2 No. of Crutches 2 1/2

Bulwarks, height above deck and description. 2-3" Steel plates & plate stays Main Rail, material and size Bulk angle 6 x 3 x 1/2

This state is a correct description.

Builder's Signature Maacke Thomson Surveyor's Signature H. T. Welford Surveyor to Lloyd's Register of British and Foreign Shipping.

14798 960

Correspondence.—State dates and initials of letters respecting this case (References should be made to any correspondence connected with the case).
M. 9/6/96 - 26/6/96 - 29/6/96 - 2.7/9/96

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
 Is the riveted work properly closed? *yes*
 Are the lines between the frames and plates solid single pieces? *yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *a few*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

General Remarks (State quality of workmanship, &c.) *Workmanship*

This vessel has been built in accordance with the approved plans, the Secretary's letter of the above dates, & in general conformity to the Rules for the class contemplated.

The peak B.M., gutterwaterways, pumps, decks, & V.T. door have been tested as required & found satisfactory.

Electric light.

1. Forging Report.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop. ft., R.Q.D. or Break *17.5* ft., Bridge Dk. ft., Forecastle *18.75* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Booms (this information is to be given as it should appear in the Register Book) *1 BK*
 Official No. _____; Signal Letters _____
 How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length.		Water Capacity.		Where fitted.	Length.		Water Capacity.
	Feet.	Inches.	Feet.	Tons.		Feet.	Inches.	
Double bottom, aft.					Fore peak tank.			
Double bottom, forward.					After peak tank.			
Double bottom, under Engines and Boilers.					Double Deep tank, <i>fore & aft (in 2 compartments)</i>	<i>14</i>		<i>25</i>
Double bottom, if under Engines only.					Other tanks, if fitted.			
Double bottom, if under Boilers only.					(If necessary, furnish further information by sketch.)			

State whether the above have been tested as required by the Rules. *yes*

Order for Special Survey No. *2050*
 Date *10 June 1896*
 Order for Ordinary Survey No. _____
 Date _____
 No. *121* in builder's yard

DAIES of Survey held while building as per Section 18.


1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1896 - July 30, Aug 2, 11, 12, 17, 20, 25, 28, 31, Sept 3, 7, 14, 15, 24, 30, Oct 12, 5, 7, 8, 9, 15, 19, 21, 30</i>
2nd. On the plating during the process of riveting	<i>Nov. 9, 10</i>
3rd. When the beams were in and fastened and before the decks were laid	
4th. When the ship was complete, and before the plating was finally coated or cemented	
5th. After the ship was launched and equipped	

Total No. of Visits *27*

The amount of Entry Fee £ *1* : *n* : *n* Fee applied for, *12/11/96*
 Special £ *4* : *10* : *n* * Certificate to be sent to *Glasgow*
 Certificate £ *n* : *n* : *n* Received by me, *16/11/96*
 Travelling Expenses, if any £ *n* : *n* : *n*

I am of opinion this Vessel should be Classed, *100A1 "Steel"* *W. H. Cooper*
 With, or without Prohibition, as condition of Class *"Steam Trawler"* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRI 20 NOV 1896**
 Character assigned *100A1 Steel Bsm. Trawler*
a + c + 2 m 11, 96
15th J.N.

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 Lloyd's Register Foundation
 GLS176-01416(2/2)

Rpt. 4.

REPORT ON MACHINERY.

No. 498
17/98

Port of *Glasgow*

TUES 17 NOV 1896

No. in Survey held at
Roy. Book.

Glasgow

Date, first Survey *5 August*

Last Survey *10 Novem^r 1896*

Master

Built at *Glasgow*

By whom built *Washie & Thomson*

Tons

163

When built *1896*

Engines made at

Glasgow

By whom made *Wair & Houston Lim^d*

when made *1896*

Boilers made at

Glasgow

By whom made *Wair & Houston Lim^d*

when made *1896*

Registered Horse Power

Owners *Hagerup, Doughty & Co Lim^d*

Port belonging to *Grimshy*

Non. Horse Power as per Section 28. *80*

Is Electric Light fitted *Yes*

ENGINES, &c.—Description of Engines *Triple Expansion, Direct Acting, Cylinders Three* No. of Cranks *Three*

Diameter of Cylinders *10"-16"-24"* Length of Stroke *20"* Revolutions per minute *107* Diameter of Screw shaft *5 1/2"*

Diameter of *crank* shaft *4 1/2"* Diameter of Crank shaft journals *5 1/2"* Diameter of Crank pin *5 1/2"* Size of Crank webs *10" x 3 1/2"*

Diameter of screw *8"-0"* Pitch of screw *10"-0"* No. of blades *four* State whether water-tight *Yes* Total surface *21 sq. ft.*

No. of Feed pumps *One* Diameter of ditto *1 1/4"* Stroke *10"* Can one be overhauled while the other is at work *Yes*

No. of Bilge pumps *One* Diameter of ditto *2 1/4"* Stroke *10"* Can one be overhauled while the other is at work *Yes*

No. of Donkey Engines *One* Sizes of Pumps *5" x 2 1/2" x 5" B. & K. type* and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room *Five - 2" x 2" Steam Injector* In Hold, &c. *Two - 2"*

No. of bilge injectors *One* size *2 1/2"* Connected to condenser, or to circulating pump *Yes* a separate donkey suction fitted in Engine room *Yes*

Are all the bilge suction pipes fitted with cocks *Yes* Are the cocks in Engine room always accessible *Yes* Are the sluices in Engine room bulkheads always accessible *Yes*

Are all connections with the sea direct on the skin of the ship *Yes* Are they Valves or Cocks *Both*

Are they fixed sufficiently high on the ship's side to be seen without lifting the stakehold plates *Yes* Are the discharge pipes above or below the deep water line *Above*

Are they nick fitted with a discharge valve always accessible on the plating of the vessel *Yes* Are the blow off cocks fitted with a snug end brass covering plate *Yes*

What pipes are carried through the bulkheads *Hold & tank Suctions* How are they protected *Wooden covers*

Are all pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*

Are the bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilge *Yes*

When were stern tube, propeller, screw shaft, and all connections examined in dry dock *Before launching* the screw shaft tunnel watertight *No tunnel*

Is it fitted with a watertight door *Yes* worked from *Yes*

BOILERS, &c.— (Letter for record *P.*) Total Heating Surface of Boilers *536 sq. ft.* Is forced draft fitted *No*

No. and Description of Boilers *One - Single Cooled* Working Pressure *180 lbs* Tested by hydraulic pressure to *360 lbs*

Date of test *1970-96* Can each boiler be worked separately *Yes* Area of fire grates in each boiler *23 sq. ft.* and Description of safety valves in each boiler *Two - Relief Spring*

Area of each valve *2 1/2 sq. in.* Pressure to which they are adjusted *180 lbs* Are they fitted with easing gear *Yes* Smallest distance between boilers *18"* Mean diameter of boilers *9'-6"*

Length *8'-0"* Material of shell plates *Steel* Thickness *3/8"* Description of riveting: circum. seams *Laps* Edge seams *Butt* Surface

Diameter of rivet holes in long. seams *1/8"* Pitch of rivets *4 1/2"* Length of plates *17'* width of butt straps *1 1/2"*

Per centages of strength of longitudinal joint *88%* Working pressure of shell by rules *180 lbs* Size of mandrel in shell *16" x 12"*

Size of compensating ring *16" Nails* No. and Description of Furnaces in each boiler *Two - Plain* Material *Steel* Outside diameter *36"*

Length of plain part *4'-3"* Thickness of plates *3/8"* Description of longitudinal joint *B. Butt* No. of strengthening rings *Yes*

Working pressure of furnace by the rules *180 lbs* Combustion chamber plates: Material *Steel* Thickness: Sides *7/16"* Back *7/16"* Top *7/16"* Bottom *1/2"*

Pitch of stays to ditto: Sides *7/16" x 1 1/2"* Back *7/16" x 1 1/2"* Top *7/16" x 1 1/2"* If stays are fitted with nuts or riveted heads *None* Working pressure by rules *180 lbs*

Material of stays *Steel* Diameter at smallest part *1 1/2"* Area supported by *one* stay *60 sq. in.* Working pressure by rules *180 lbs* Plates in steam space:

Material *Steel* Thickness *7/16"* Pitch of stays *13 1/2" x 1 1/2"* How are stays secured *None* Working pressure by rules *180 lbs* Material of stays *Steel*

Diameter at smallest part *2 1/2"* Area supported by *one* stay *162 sq. in.* Working pressure by rules *180 lbs* Material of Front plates at bottom *Steel*

Thickness *3/8"* Material of Lower back plate *Steel* Thickness *3/8"* Greatest pitch of stays *13 1/2"* Working pressure of plate by rules *180 lbs*

Diameter of tubes *3 1/2"* Pitch of tubes *14 1/2" x 4 1/2"* Material of tube plates *Steel* Thickness: Front *3/8"* Back *3/8"* Mean pitch of stays *14" x 9"*

Pitch across side water spaces *13 1/2"* Working pressures by rules *180 lbs* Material *Steel* Depth and thickness of girder at center *6 1/2" x 3/4"* Length as per rule *26"* Distance apart *6 1/2"* Number and pitch of Stays in each *Two - 7 1/2"*

Working pressure by rules *180 lbs* Superheater or Steam chest; how connected to boiler *Yes* Can the superheater be shut off and the boiler worked separately

Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet

holes Pitch of rivets Working pressure of shell by rules Diameter of fire Material of fire plates Thickness

If diffused with rings Distance between rings Working pressure by rules End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

Lloyd's Register
Foundation
GLS 176-0147

14778 gl

DONKEY BOILER — Description *None*

Made at _____ By whom made _____ When made _____ Where fixed _____

Working pressure *led by hydraulic pressure to* No. of Certificate _____ Fire grate area _____ Description of safety valves _____

No. of safety valves _____ Area of each _____ Pressure to which they are adjusted _____ If fitted with easing gear _____ If steam from main boilers can enter the donkey boiler _____

Diameter of donkey boiler _____ Length _____ Material of shell plates _____ Thickness _____

Description of riveting long, seams _____ Diameter of rivet holes _____ Whether punched or drilled _____ Pitch of rivets _____

Lap of plating _____ Per centage of strength of joint _____ Rivets _____ Thickness of shell cross plates _____ Radius of do. _____ No. of Stays to do. _____

Dist. of stays _____ Diameter of furnace Top _____ Bottom _____ Length of furnace _____ Thickness of furnace plates _____ Description of joint _____ Thickness of furnace cross plates _____ Slayed by _____ Working pressure of shell by gage _____

Working pressure of furnace by rules _____ Diameter of uptake _____ Thickness of uptake plates _____ Thickness of water tubes _____

SPARE GEAR. State the articles supplied: — *Two connecting rod top end & two bottom end & nuts; set of pump bolts; set main bearing bolts; set feed & bilge pump valves, bolts nuts &c.*

The foregoing is a correct description,
Muir & Monaghan Manufacturers.

During progress of work in shops — 1896 — August 5, 4, 18, 24, 31, Sept 2, 3, 4, 10, 21, 21, 23, 26, 29, 30, Oct 2, 5, 4, 19, 20, 23
 During erection on board vessel — 24, 30, 31, Nov 1, 4, 6, 9, 10,
 Total No. of visits 28

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery of this vessel has been constructed under Special Survey, and is of good material and workmanship. It has been carefully fitted on board, and satisfactorily tested under Steam Survey. Opinion is it is eligible to have record of + L.M.C. 11-96 in the Register Book.*

Two Hoop Reports, (and for reference) the approved photo print of boiler are appended.

Cert

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 11.96.

R.L.
17.11.96

The amount of Entry Fee . . . £ 1 : 0 : 0 When applied for.
 Special £ 8 : 0 : 0 12/11.1896
 Donkey Boiler Fee £ 1 : 0 : 0 Who required, 13/11.1896
 Travelling Expenses (if any) £ _____

R. J. Meredith
Engineer/Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI 20 NOV 1896
 Assigned + L.M.C. 11.96

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Appendix C – The Timeline for the *Aberdeen*

Date	Activity
13 th October 1896	Launched at the yard of Mackie and Thomson, Govan. Yard No 121. First of a group of 25 vessels of the same type for Hagerup doughty and Co. Ltd.
November 1896	Engines and boilers certified, made by Muir and Houston Ltd, Glasgow.
November 1896	Registered Grimsby, owners Hagerup Doughty and Co Ltd, Grimsby. Fishing number GY 129. Official number 106676.
January 1900	Newspaper report of the loss of Alfred Howes, a native of Yarmouth, lost from the small boat of the <i>Aberdeen</i> and drowned.
February 1904	Reported to have been ashore on the Lincolnshire coast.
1906	Owner, or Part Owner, and Manager reported as Consolidated Steam Fishing and Ice Co. (Grimsby). Lim., 1, Quality Court, City, London. John Denton Marsden, Fish Dock, Grimsby. (Other sources record first date of ownership by Consolidated Steam Fishing and Ice Co in 1909).
1913	Skipper identified as G T Brader.
Oct 1914	Requisitioned by the Admiralty (as No. 639). 1 x 6 pdr.
1919	Returned to owners.
1921	Address of the Consolidated Steam Fishing and Ice Co. (Grimsby) Ltd changed to Auckland Road, Fish Docks, Grimsby.
1926	Port of registry changes to Lowestoft but ownership details remain the same.
1930	First Lloyds register entry located on line. Owner Consolidated Fisheries Ltd. Port of registry Lowestoft, fishing number LT123.
1931	Report of the loss of Herbert Boast, lost overboard 40 miles from Lowestoft.
1937/1938	Ownership changes to Don Trawling Co. (Milford Haven) Lim, The Docks, Milford Haven. John C. Llewellyn, 11, Priory Road, Milford Haven but vessel appears to have still been registered in Lowestoft.
28 th October 1937	Newspaper report noting that 'Another pair of locally owned trawlers put to sea on Tuesday night's tide. They were the S.T. <i>Rattray</i> and the S.T. <i>Charmouth</i> , recently purchased by the Don Fishing Company from Fleetwood and Aberdeen, and reconditioned and adapted for the Spanish "Pareja" method of fishing. This enterprising firm has purchased four more of this class of trawlers from Fleetwood, viz., S.T. <i>Aberdeen</i> , S.T. <i>Zania</i> , S.T. <i>Ifracombe</i> and the S.T. <i>Scarborough</i> , two of which have arrived in Milford Docks to be fitted out. This makes five pairs of boats under the management of Yolland and Llewellyn'.
1939	Ownership recorded as Pair Fishing Co. Ld. (H.J. Horwood, Mgr) but the vessel remained registered at Lowestoft.
22 nd March 1940	Collided with and sank the <i>Zania</i> (also spelt <i>Xania</i> in some cases), pair fishing partner. <i>Zania</i> was built by Mackie and Thomson as Yard No 143 with identical dimensions to the <i>Aberdeen</i> . Her history parallels that of the <i>Aberdeen</i> , owned by Hagerup and Doughty in Grimsby (as GY330) until 1906 when she passed to the Consolidated Steam Fishing and Ice Co. In 1925 she was registered in Lowestoft (LT138) still with the Consolidated Steam Fishing and Ice Co before passing into the ownership of the Don Trawling Co in 1937 and the Pair Fishing Co in 1939. She was also requisitioned by the Admiralty (as No. 641) between Oct 1914 and 1919.
1 st February 1941	Newspaper report of 1 st February 1941 notes that 'the British trawlers <i>Charmouth</i> and <i>Rattray</i> drove off a German plane which attacked them while they were fishing', bombs missed both vessels and they were then attacked

	with machine guns and cannon but the German plane was hit and crashed some miles away.
February 1941	Trawlers <i>Scarborough</i> and <i>Ifracombe</i> , replied to the cannon and machine gun fire of a Focke Wulf FW 200 Condor off Bantry Bay with their Lewis guns and shot their attacker down.
11 th March 1941	<i>Aberdeen</i> bombed and machine-gunned in Cardigan Bay. Near missed but took on water and sank. Reported to have been bombed by Heinkel 111 of KG27. Location unknown, only reported position is approximately 52° 32'08" N 004° 20'31" W about 10nm offshore 10nm west of Aberdyfi, but the source and position cannot be verified. Crew took to the boat but shortly after a gale sprang up and by the time it abated only two of the crew were still alive. Eight lost, two survivors reported to be Belgian refugees. The deaths of six of the crew are reported as 11 th March 1941. Belgian exiles had settled in South Wales and were crewing on trawlers. Six crew commemorated on Panel 123 of the Tower Hill Memorial, London: Arthur Butler, (Third Hand), Frederick Catchpole (Chief Engineer), Leslie Harrison (Third Engineer), William Mills (Fireman), James Murphy (Second Engineer) and George Page (Cook).
12 th March 1941	Two crew, William Coe (Second Hand) George Page (Cook) reported in some sources to have died on 12 th March 1941.
Date unknown	Bodies of Skipper John Barber and Second Hand William Coe recovered near Drogheda, Eire. Buried at Drogheda (Little Calvary) Cemetery, Co Louth, Eire.
September 1961	Bodies of Barber and Coe moved to the military cemetery at Grangegorman, Dublin. Graves marked with Merchant Navy headstones.