

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



SS Boltonhall

**Report compiled by:
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Report Title: **Welsh Wreck Web Research Project
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1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the steamship SS Boltonhall built at Irvine's Ship Building and Dry Docks Company, West Hartlepool in 1900.

On Aug 20 1918, SS Boltonhall was torpedoed 34 miles SWxW of Bardsey Island by the German U-boat UB-92. The crew abandoned and the SS Boltonhall sunk. 5 crew members were killed during the attack.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

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2.4 Contributors

Ian Cundy MADU Archaeological Diving Unit,
 Nautical Archaeology Society (Regional co-ordinator for Wales)

2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
LR	Lloyds' Registry

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3.0 Introduction

The steamship SS Boltonhall was chosen as:

- it covered a period of sea history covering WW1.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

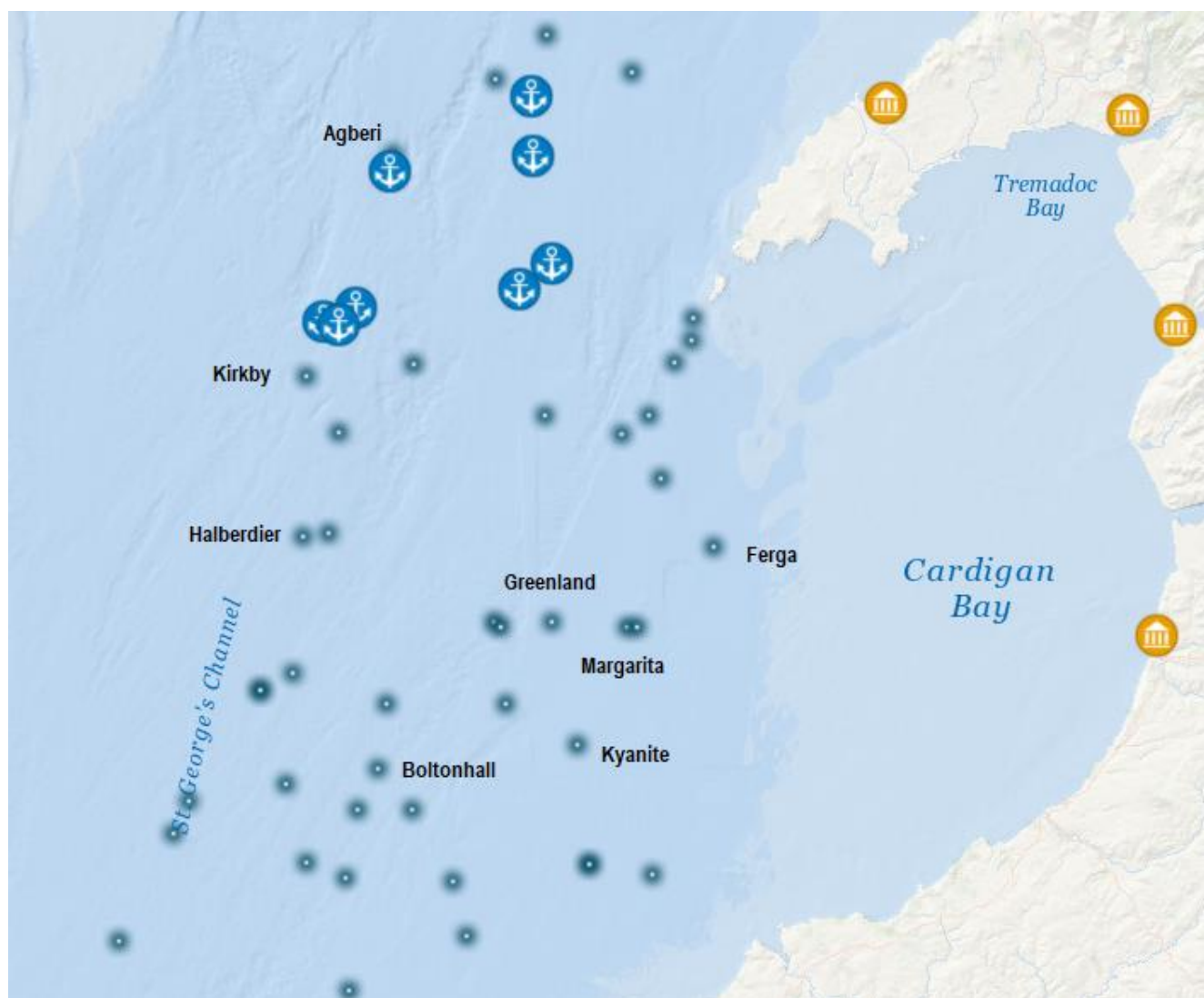
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
	20/08/1918	Boltonhall	Off Bardsey Island	34mi, SWxW		Stm	Stl	RHIW / COF

On Aug 20 1918, the SS Boltonhall sailing from Manchester to Gibraltar with a cargo of coal was torpedoed by U-boat UB-92 34 miles SWxW of Bardsey Island. The SS Boltonhall sank with the death of 5 crew members.

Fig 1: Reported Location of the Sinking of the SS Boltonhall



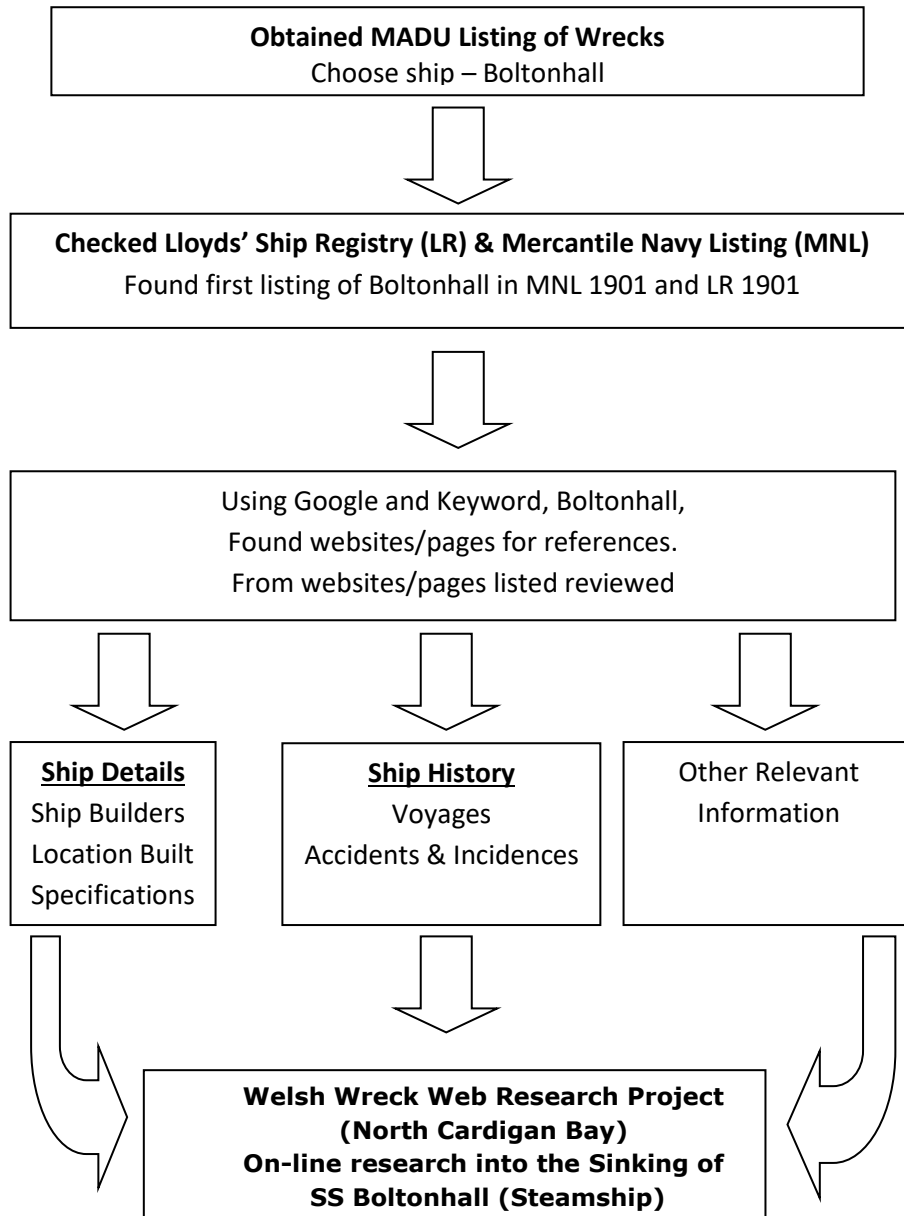
5.0 Research Methodology

Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.
Windows 10Pro
Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: SS Boltonhall (Steamship) Specification and History

Vessel	Name/s	SS Boltonhall		
	Type	Steamship General Cargo		
Built	Date	Laid Down: N/A		
		Launched: 03/04/1900		
		Delivered: 01/05/1900		
	Builder	Irvine's Ship Building and Dry Docks Company West Hartlepool. Yard#: 112		
Construction	Materials	Steel		
	Decks	1		
	Bulkheads	6		
	Others	p/deck 28ft, b/deck 85ft, f/castle 35ft		
Propulsion	Type	Steam		
		Single screw		
Engine	Details	T3cyl		
		25, 40, 67 x 45in; 160 lb		
		H.P: 308 nhp		
		Allan, W. & Co.		
	Boilers	2 steel boiler; 8pf GS 125; HS 4740		
Drive	Type	Propeller		
	Number	1		
Dimensions	Length	341 ft	2 ins	m
	Beam	48 ft	2 ins	m
	Draught	25 ft	0 ins	m
Tonnage	Gross	3595 grt		
	Net	2327 nrt		
	Deadweight	8000 dwt		
Owner	First	West Hartlepool Steam Navigation Company		
Registry	Port	West Hartlepool; 16/05/1900		
	Flag	GBR		
	Number	112418		
	Code	R.P.V.W.		
History	Routes	U.K, Europe, Black Sea, East coast North America, South America, India, S.E Asia		
	Cargo	Coal, cotton, grains, raw materials		
Final Voyage	From	Manchester		
	To	Gibraltar		
	Captain	N/A		
	Crew	N/A		
	Passengers	N/A		
	Cargo	Coal		
	Date	20/08/1918		
	Location	34 miles SWxW of Bardsey Island		
	Cause	Torpedoed by U-boat UB-92		
	Loss of life	5		
	Outcome	Sunk. The wreck was relocated by HMS BEAGLE in May 1980.		

7.0 Analysis

- The steamship SS Boltonhall was built and launched (Appendix A) at Irvine's Ship Building and Dry Docks Company, West Hartlepool in 1900 for West Hartlepool Steam Navigation Company (Appendix B, C, D).
- SS Boltonhall conducted coastal between ports U.K, Europe, Black Sea, East coast North America, South America, India and S.E Asia Cargoes carried were varied including coal, cotton, grains and other raw material.
- SS Boltonhall was in a number of groundings at different locations. The most serious was in the Mediterranean in Feb 1907 when she broke her propeller and then broke free under tow (Appendix I).
- Aug 20 1918, sailed Manchester for Gibraltar with a cargo of coal.
- Aug 20 1918, torpedoed without warning 34 miles SWxW of Bardsey Island by U-boat UB-92 (Appendix P) and scuttled (Appendix Q). 5 crew members were killed in the attack and are commemorated on the Tower Hill Memorial to the Mercantile Marine in London.
- The remaining crew members landed safely.
- The wreck believed to be the Boltonhall was relocated by HMS BEAGLE in May 1980. It lies with its keel orientated 000/180 degrees. It has a length of 100m and a height of 10m above the general level of the seabed.

From newspapers the SS Boltonhall was recorded:

1900

Apr 04: Launched at West Hartlepool.
 May 17: Sailed West Hartlepool for Cardiff. International Code Signal R.P.V.W.
 May 29-Jun 20: Sailed Cardiff for Aden.
 Jun 13: dep Port Said.
 Jul 01: Sailed Aden for Batavia (Jakarta).
 Aug 13-Oct 22: Sailed Cheribon Java for New York.
 Sep 14: passed Suez.
 Sep 27: arr Gibraltar.
 Oct 18/20: arr/dep Delaware Breakwater.
 Nov 10: Arrived Galveston from New York.
 Nov 29-Dec 31: Sailed Galveston for Bremen.

1901

Jan 06-08: Left Bremen for West Hartlepool.
 Jan 10-Feb 05: Sailed West Hartlepool for Baltimore.
 Feb 12-Mar 07: Sailed Baltimore for Aarhus Denmark.
 Mar 16-20: Sailed Aarhus Denmark for Newcastle.
 Mar 24: Sailed Tyne for Genoa (Appendix E).
 Apr 14-26: Sailed Genoa for Barry.
 May 09-Jun 29: Sailed Barry for Bombay.
 May 24/25: arr/dep Port Said.
 Jun 11: arr Colombo.
 Jul 11-Sep 01: Sailed Bombay for Liverpool with 5560 tons of ore.
 Jul 30: arr Suez.
 Aug 09: dep Algiers Algeria.
 Aug 19: arrived Mersey but unable to dock.
 Sep 18: Sailed Liverpool for Nikolayev Ukraine.
 Sep 21/24: arr/dep Milford Haven, machinery damage.
 Oct 08: arr/dep Constantinople for Odessa Ukraine.
 Nov 17: Arrived at Hamburg from Nikolayev Ukraine.

Dec 07: Arrived Barry from Hamburg.
 Dec 11: Struck the dock entrance while departing for Gibraltar causing damage to bow. Returned to dock for repairs.
 Dec 24: Passed up Dardanelles.

1902

Feb 20-Mar 25: Sailed Cardiff for Bombay.
 Apr 26-May 22: Passed Perim from Bombay for Antwerp.
 May 02: arr Suez.
 Jun 08: Sailed Manchester for Persian Gulf via Barry.
 Jun 14: dep Cardiff.
 Jun 29: dep Port Said.
 Jun 09: left Suez.
 Jul 24: arr Bushire Iran.
 Aug 15: Sailed Karachi for Hull.
 Aug 30: arr Suez from Bussorah.
 Sep 27: Sailed Hull for London.
 Oct 17: Sailed Barry for Buenos Aires.
 Nov 19: arr Montevideo.

1903

Jan 17-Mar 15: Sailed Coronel Chile for Hamburg via Montevideo.
 Feb 23: dep St Vincent Cape Verde.
 Feb 25: Captain reported chief officer and boatswain washed overboard and drowned. Damage to ship was lost part of deckload, one boat and other damage (Appendix F).
 Mar 28: Sailed Hamburg for Port Talbot Wales.
 Apr 11-18: Passed Gibraltar for Brindisi.
 Apr 30-May 10: Sailed Odessa Ukraine - Skadovsk Ukraine - Odessa Ukraine.
 May 15-Jun 04: Passed Pera for Hamburg from Odessa Ukraine.
 Jun 21: Docked at Newcastle.
 Jun 23-Jul 04: Sailed South Shields for Barcelona.
 Aug 03: Sailed Barcelona for Odessa Ukraine.
 Aug 13/14: arr/dep Constantinople.
 Sep 09-30: Passed Pera for Hamburg.
 Oct 15-Oct 19: Sailed Hamburg for Barry.
 Oct 24-Nov 08: Sailed Cardiff for Ancona Italy.
 Nov 21-Dec 15: Sailed Ancona Italy for Nikolayev Ukraine.
 Nov 28: arr Chorli.
 Dec 07: arr Skadovsk Ukraine.
 Dec 18: Sailed Nikolayev for Bergen.

1904

Jan 07-11: Arrived Portland Dorset from Nikolayev Ukraine for Bergen.
 Jan 21: Arrived Stavanger.
 Jan 28: Arrived Narvik Norway.
 Feb 03-13: Sailed Narvik for Rotterdam.
 Feb 11: dep Emden Germany.
 Feb 21: Arrived Tyne from Rotterdam.
 Feb 26 -Mar 14: Sailed Shields for Venice.
 Mar 28-Apr 05: Sailed Venice for Novorossiysk Russia.
 Apr 29-May 19: Passed Pera for Bremerhaven from Odessa Ukraine.
 May 03: arr Malta.
 Jun 01-04: Sailed Bremerhaven for Cardiff.
 Jul 22: Arrived Bombay from Barry.
 Jun 27: arr Port Said Egypt.
 Jul 15: dep Aden Yemen.

Aug 02-Sep 15: Sailed Bombay for Amsterdam.
 Aug 25: arr Suez.
 Aug 26: passed Port Said.
 Sep 21-23: Sailed Ijmuiden Holland for Tyne.
 Oct 12: Sailed Tyne for Genoa.
 Nov 07-18: Sailed Genoa for Burgas Bulgaria.
 Dec 02-23: Sailed Burgas Bulgaria for Antwerp.
 Dec 11: arr Oran Algeria.

1905

Jan 02: Arrived Newport Wales from Hartlepool.
 Jan 25-Feb 08: Sailed Newport Wales for Leghorn Italy.
 Feb 17: Sailed Leghorn for Constantinople.
 Mar 20-Apr 06: Sailed Nikolayev Ukraine for London.
 Mar 22 departed Piraeus Greece.
 Apr 12: Sailed London for Cardiff.
 May 15-19: Sailed Port Said for Odessa Ukraine.
 Jul 06: Passed Beachy head west from Bremen.
 Aug 07: Sailed Odessa Ukraine for Alexandria Egypt.
 Aug 18: Passed Gibraltar for Weser Germany.
 Sep 02: Sailed Brake for Emden Germany.
 Sep 18: Lost propeller off Cardiff (Appendix G).
 Sep 29: Arrived Brindisi Italy from Cardiff.
 Oct 27-Nov 07: Sailed Algiers Algeria for Rotterdam.
 Nov 19-21: Sailed Rotterdam for Cardiff.
 Nov 25: Sailed Cardiff for Bombay.
 Dec 12/17: arr/dep Port Said.
 Dec 26: Arr Odessa Ukraine from Port Said.

1906

Jan 24: Arrived Algiers Algeria from Odessa Ukraine and Malta.
 Feb 03: Arrived Rotterdam.
 Feb 23-Mar 12: Sailed Cardiff for Port Said.
 Mar 25-Apr 08: Passed Constantinople for Kerch Ukraine.
 Mar 28: arr Taganrog Russia.
 May 01: Passed Dover for Hamburg.
 May 29: Sailed Shields for Swansea.
 Jun 05: Passed Butt of Lewis from Savannah GA for Hamburg.
 May 27-Jun 22: Sailed Hamburg for Savannah GA.
 Aug 20-Sep 06: Sailed Norfolk VA for Liverpool with 3570 bales of cotton.
 Sep 14-16: Sailed Liverpool for Zwindrecht Netherlands.
 Oct 12: Arrived Bremerhaven.
 Oct 18-Nov 26: Sailed Bremerhaven for Pensacola.
 Oct 19: arr Tyne.
 Oct 23: dry dock with 5600 tons of cargo onboard (Appendix H).
 Oct 27: dep Tyne.
 Oct 29: passed Butt of Lewis.
 Dec 09: Arrived Galveston TX.
 Dec 23: Sailed Galveston TX for Genoa Italy with cargo of cotton.
 Jan 18: passed Sagres Portugal.

1907

Jan 18: Passed Sagres Portugal for Galveston TX.
 Jan 28: Lost screw.
 Feb 03: Telegram from Palma - Tug Phocéen arrived but weather prevents departure. Towed Feb 05 into Palma.
 Feb 08: Broke lose under tow and stranded about 8 miles north of Port Vendres France. The Boltonhall is listing heavily to sea with the seas breaking

over her and she is straining heavily. The crew remains onboard.
 Feb 09: Tug Zazita from Marseilles attempted to aid.
 Feb 13: Two German salvage steamers arrived to help. Value of cargo £120k.
 Feb 20: Tug Helios laid out 1 anchor. Waiting for lighters to arrive from Marseilles to offload cargo.
 Feb 21: Laid out further 3 anchors. Burger Willem and Helios to commence dredging a channel. Weather poor and no offloading.
 Feb 26: Offloaded cargo. Expected to refloat Feb 28.
 Feb 28: Harmonie sailed for Genoa with 2645 bales of offloaded cotton.
 Mar 01: Landed 597 bales of cotton at Port Vendres France.
 Mar 04: Boltonhall successfully refloated and anchored in Canet Bay France.
 Mar 05: Entered Port Vendres France due to weather and to load offloaded cargo.
 Mar 17: Sailed Port Vendres France under tow for Genoa (Appendix I).
 Apr 06: Sailed Genoa for Constantinople.
 Apr 16: Arrived Pomaron Portugal from Genoa.
 Apr 24-May 05: Sailed Pomaron Portugal for Rotterdam.
 May 11: Sailed Rotterdam for South Shields.
 Jun 11: Sailed Shields for Rotterdam.
 Jun 16: Sailed Rotterdam for Blythe.
 Jun 20: Sailed Blythe for Rotterdam.
 Jun 29: Sailed Rotterdam for Cardiff.
 Jul 04-18: Sailed Cardiff for Port Said.
 Jul 24: Sailed Port Said for Nikolayev Ukraine.
 Aug 13: Grounded near Leander's Tower Turkey.
 Aug 14-15: Salvage steamers Hermes and Stamboul unable to refloat. Salvors lightened cargo. Salvage steamer Rhone proceeding to assist. Refloated (Appendix J).
 Sept 02: Arrived Rotterdam from Nikolayev Ukraine.
 Sep 14-15: Sailed Rotterdam for Newport Wales.
 Sep 26: Sailed Barry for Alexandria.
 Oct 01: passed Sagres Portugal.
 Oct 29: Arrived Nikolayev Ukraine from Alexandria Egypt.
 Oct 25: passed Dardanelles.
 Nov 09-28: Sailed Nikolayev Ukraine for Rotterdam.
 Dec 03: Sailed Rotterdam for Cardiff.
 Dec 21: Passed Oitavos Portugal.

1908

Jan 17: Sailed Alexandria Egypt for Barry.
 Feb 10-Mar 13: Sailed Port Talbot Wales for Buenos Aires.
 Apr 26-May 31: Sailed Buenos Aires for Hamburg.
 May 19: arr St Vincent Cape Verde.
 May 24: dep Madeira.
 Jun 17-21: Sailed Hamburg for Cardiff.
 Jul 14: Arrived St Vincent Cape Verde.
 Aug 17-24: Sailed St Vincent Cape Verde for Baltimore MD.
 Aug 30: Passed Cape Henry for Vera Cruz Mexico.
 Oct 06-Nov 20: Sailed Galveston TX for Naples.
 Oct 28: arr Norfolk VA.
 Dec 03: Sailed Naples for Genoa.
 Dec 11: Sailed Genoa for Naples.

1909

Jan 05: At Cardiff.
 Jan 17-Mar 26: Sailed Cardiff for Madras.
 Feb 02: arr Port Said.
 Feb 11/21: arr/dep Aden for Calcutta.
 Mar 25: dep Calcutta for Madras.

Jan 20: Charge of overloading for voyage to Vera Cruz (Appendix K).
 Apr 21: Sailed Calcutta for Pondicherry India and Madras.
 May 11-Aug 01: Sailed Madras for Marseilles via Calcutta, cargo of kernels.
 Jun 18: dep Nagapattinam India.
 Jul 11/12; arr/dep Aden.
 Jul 26/27: arr/dep Malta.
 Aug 21: Arrived Sulina Romania from Constantinople. Sailed for Galatz Romania.
 Aug 23: Arrived Brailia Romania from Marseilles via Constantinople, Sulina
 Romania and Galati Romania.
 Sep 11-29: Sailed Brailia Romania for London via Sulina Romania.
 Oct 09-10: Arrived Falmouth from London for Cardiff. Ballast for coals. Arrive Cardiff
 Oct 16-31: Sailed Cardiff for Ancona Italy.
 Nov 29-Dec 29: Sailed Pomaron Portugal for Baltimore MD.
 Dec 11: 33 11N. 39 55W, passed a partly submerged iron buoy.
 Dec 22/23: arr/dep Bermuda to pick up coal.
 Dec. 27, 33 40N. 71 05W passed a raft made of planks.
 Arrived Baltimore MD with lost rudder and steering gear damaged.

1910

Feb 16: Arrived Sagua La Grande Cuba from Vera Cruz Mexico.
 Mar 19: Grounded at New York. Damage; deck damage, 1 stern plate broken,
 peak leaking. Collision two plates removed, bulwarks (Appendix L).
 Mar 29-Apr 08: Sailed New York for Cristobel Panama.
 Apr 14-May 12: Sailed Colon Panama for New York via Jucaro Cuba.
 Jun 30: Arrived Baltimore MD from New York.
 Jul 07: Arrived Norfolk VA from Baltimore MD.
 Jul 12: Sailed Norfolk VA for Tampico Mexico.
 Aug 03-29: Sailed Tampico Mexico for Boston MA via Cienfuegos Cuba.
 Sep 03: Sailed Boston MA for Colon Panama via Norfolk Virginia.
 Oct 08: Arrived Baltimore MD from Felton.
 Oct 14: Sailed Baltimore MD for New York.
 Oct 22-Nov 11: Sailed New York for Fayal Portugal.
 Arrived with loss of part of deckload.
 Nov 19: Arrived Lisbon.
 Dec 08: Sailed Rotterdam for Newport Wales.
 Dec 16: At Newport Wales, dragged anchor and collided with Dutch steamer
 Sophiue (Appendix M).
 Dec 23: Sailed Newport Wales for Buenos Aires.

1911:

Jan 02: Sailed Las Palmas Canary Islands for River Plate Argentina.
 May 12: Sailed Colombo.

1912

Feb 02: Arrived Table Bay from Girgenti Italy.
 Apr 29: Arrived Suez from Rangoon.
 Jun 10: Arrived Newport Wales.
 Jun 21: Arrived Tenerife Canary Islands from Newport Wales.
 Jul 19: Arrived Buenos Aires from Newport Wales.
 Aug 13-Sep 24: Sailed Rosario Argentina for London.

1913

Jan 11: Arrived Baltimore MD from Algiers Algeria.
 Jun 15: Sailed Port Talbot Wales for Sekondi Ghana.
 Oct 16: Arrived Pensacola FL from Axim Ghana.
 Dec 30: Sailed Manchester for Calcutta.

1914

Mar 30: Arrived Pondicherry India from Calcutta.
May 06: Arrived Suez from Madras for Marseilles.
Jun 13: In Tyne at Sunderland.
Jun 22: Boltonhall received a crew after 6 weeks due to strikes (Appendix N).
Jul 23: Sailed Sunderland for Buenos Aires.
Dec 05: Passed Beachy head.
Dec 27: Arrived Shields from Hull.

1915

Jun 14: Arrived Newport News Virginia from Spezia Italy.

1916

No reports on sailings.

1917

Apr: Sailing Tyne for Leghorn Italy. Assisted a stricken French steamer the St Jean in the Bay of Biscay which was carrying a cargo of steel bars, explosives and picric acid valued at £1,250,000. The master received presentations from the French authorities.

Nov 03: Awarded total salvage claim of £20k for aiding French steamer St Jean. (Appendix O).

1918

Aug 20: Sailed Manchester for Gibraltar with cargo of coal.
Sunk 34 miles SWxW of Bardsey Island.

Table 3: UB-92 (U-boat) Specification and History

Vessel	Name/s	UB-92
	Type	UB 111 submarine - coastal torpedo attack class
Built	Date	Ordered: Feb 6 th 1918
		Launched: Mar 25 th 1918
		Delivered: Apr 27 th 1918
		Cost: 3.654m German Papiermark
	Material	Steel
Builder	AG Vulcan Hamburg Yard # 108	
Owner	Imperial German Navy – Kaiserliche Marine	
Dimensions	Length	55.52 m
	Beam	5.76 m
	Draught	3.73 m
Tonnage	Gross	510t (surface); 540t (submerged)
Propulsion	Type	2 x propeller shafts
Engine	Details	2 x MAN-Vulcan four-stroke 6-cyl diesel engines, 1085 bhp 2 x Siemens Schuckert electric motors, 780 shp (580 kW)
	Speed	13 knts (surface); 7.4 knts (submerged)
	Range	7,120 nat miles at 6 knts surface; 55 nat miles at 4 knts submerged
	Depth	50m
Armaments		5 x 50 cm (19.7 in) torpedo tubes (4 bow, 1 stern) 10 torpedoes 1 x 10.5 cm (4.13 in) deck gun
Operations	Captains	Kptlt. Franz Krapohl 27 April - 30 June 1918 Oblt. Johannes Paul Müller July - 11 November 1918
	Crew	3 officers, 31 men
	Patrols	2
	Sinkings/ Damaged	8 merchant ships sunk 17,189 grt
	Date	21/11/1918
	Location	N/A
	Cause	Surrendered
	Loss of life	0
	Outcome	Broken up at Bo'ness in 1919-20

- On 1 February 1917 Germany declared a renewal of 'unrestricted submarine warfare' in a last ferocious attempt to force an end to the First World War.
- Almost immediately, major losses of merchant ships occurred in Welsh waters. Thirteen ships were sunk off Bardsey Island and the Pembrokeshire coast in that month alone – all by the U-boat, UC-65, captained by Otto Steinbrinck, one of the most successful German U-boat commanders of the war.
- UB-92 surrendered Nov 1918 and scrapped at Bo'ness Scotland in 1919-20

8.0 Conclusions & Recommendations

The project took approximately 3 working days with 2 day of that time spent on on-line research.

Having read the report, sufficient information has been collated to compile a comprehensive history of the steamship SS Boltonhall.

The SS Boltonhall sailed between the U.K., Europe, Black Sea, India, Sri Lanka, S.E Asia, east coast of North America, Gulf of Mexico, west and east coasts of South America.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. Due to the name a more specific search through archived newspapers was made using specific newspapers to view e.g. Lloyd's List. This vastly reduced the number of articles but keep the search focused.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

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

Keyword: steamship Boltonhall

<https://coflein.gov.uk/en/site/516158/details/boltonhall>

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

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

http://www.teesbuiltships.co.uk/view.php?year_built=&builder=&ref=165030&vessel=BOLTONHALL

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

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

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

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

<https://rcahmw.gov.uk/one-hundred-years-ago-today-2/>

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

<https://uboat.net/wwi/>

https://uboat.net/wwi/ships_hit/850.html

<https://uboat.net/wwi/types/?type=UB+III>

<https://uboatproject.wales/>

<https://uboatproject.wales/test-esri-map/>

<https://www.wrecksite.eu/wreck.aspx?10996>

<https://en.wikipedia.org/wiki/SM UB-92>

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

Appendices:

Appendix A: Launch Announcement Aug 19 1900, SS Boltonhall

Yesterday, Messrs Irvine's Shipbuilding and Dry Docks Co., Ltd., launched from their shipyard at West Hartlepool a finely modelled steel screw steamer, built for the West Hartlepool Steam Navigation Co., Ltd. She is of the following dimensions:—Length 352 feet, breadth 48 feet, and depth 27 feet 9 inches, and of a measurement cargo capacity of 8,000 tons. She is of the single deck type, with poop, bridge, and fore-castle. The vessel is built to Lloyd's highest class under special survey, and capable of carrying a large cargo on a light draught. Engines of the triple expansion type are being supplied by Messrs Wm. Allan & Co., Ltd., Sunderland with cylinders 25 in., 40 and 66 inches in diameter with a stroke of 45 inches, steam being supplied by two single ended boilers constructed to work at a pressure of 160 lbs. The construction of the ship and engines has been supervised by Messrs R. Craig and A. B. France, owners' superintendents. As the vessel left the ways the christening ceremony was gracefully performed by Mrs Stephen W. Furness, wife of one of the directors of the West Hartlepool Steam Navigation Co., Ltd., who named her **Boltonhall**. There were a large company present to witness the launch.

MARITIME NOTES.

Appendix B: Appropriation Book 1900, SS Boltonhall

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing.	Port of Registry.	Date of Registry.
	9 <i>Dy'lands</i>	2119	"	"	²¹ / ₉₉ 19 " "
11241	0 <i>Clumberhall</i>	2326	"	"	²³ / ₉₉ 20 " "
	1 <i>Gadsby</i>	1899	"	"	²⁴ / ₉₉ 13 Nov. "
	2 <i>bebriana</i>	2736	"	"	²⁵ / ₉₉ 25 " "
	3 <i>Sandsend</i>	2480	"	"	²⁶ / ₉₉ 28 " "
	4 <i>Vauchall</i>	2346	"	"	²⁷ / ₉₉ 24 Mar. 1900
	5 <i>Lizzie</i>	387	"	"	³ / ₁₉₀₀ 10 Apl "
	6 <i>Askehall</i>	2762	"	"	⁴ / ₁₉₀₀ 12 " "
	7 <i>Glenby</i>	1404	"	"	⁵ / ₁₉₀₀ 15 May "
	8 <i>Boltonhall</i>	2327	"	"	⁶ / ₁₉₀₀ 16 " "
	9 <i>Daleby</i>	2353	"	"	⁷ / ₁₉₀₀ 14 June "
11242	0 <i>Boliviana</i>	2963	"	"	⁸ / ₁₉₀₀ 28 " "

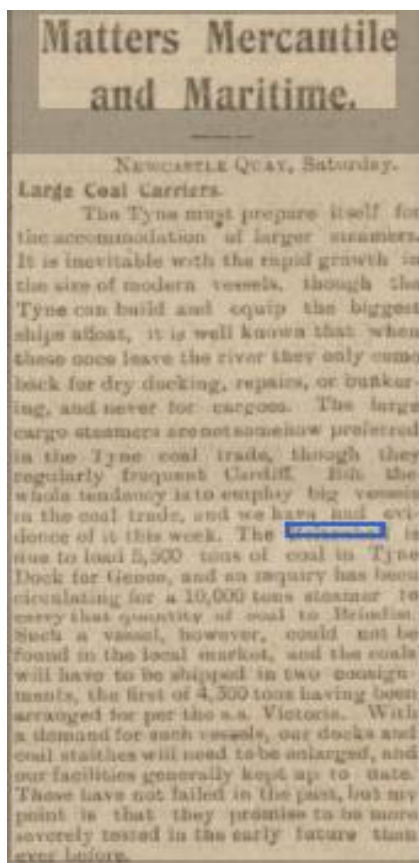
Appendix C: Mercantile Navy Listing 1901, SS Boltonhall

No.	Name	Agent	Origin	Destination	Year	Material	Length	Breadth	Depth	Beam	Height	Weight	Capacity	Notes
99102	Bogie	M.F.K.G	Dartmouth, 1891	Dartmouth	1891	Wood	47 4	9 0	5 0	7	15	19 Fa 7 Sc.	Wm. K. Randall, Mannum, S.A.	
91752	Bohdan		Rangoon, 1887	Rangoon	1882	Wood	41 0	7 2	3 7	3	6	4 Sc.	W. T. Potts, Currns Castle, Ballinasloe, Co. Roscommon.	
98622	Bohemia	M.D.F.G	Glasgow, 1891	Partick	1891	Steel	320 0	43 0	24 5	2061	3190	250 Sc.	Woolly Meah, Rangoon.	
99167	Bohemia	M.J.P.T	Grimsby, 1891	Govan	1891	Iron	100 5	20 5	10 7	57	155	45 Sc.	Anchor Line (Henderson Brothers), Lim., 17, Water St., Liverpool. Wm. Meiklerid, Glasgow.	
113400	Bohemian	R.T.V.J	Liverpool, 1900	Linthouse	1900	Steel	512 0	58 2	34 0	5542	8548	812 Sc.	The Great Grimsby and East Coast Steam Fishing Co., Lim., Grimsby.	
107900	Bohemian	..	Montreal, 1901	Montreal (Rebuilt)	1873 1900	Wood	195 1	27 8	9 0	648	1107	53 Pa.	W. A. Butt, 154, Victor St., Grimsby.	
76494	Boko		Brisbane, 1879	Hebburn-on-Tyne	1877	Iron	125 0	21 1	10 4	70	203	99 Pa.	Frederick Leyland & Co. (1900), Lim., 27, James St., Liverpool. Geo. Goldsworthy, same address.	
89590	Bolderaa	J.M.Q.C	London, 1884	Sunderland	1884	Iron	244 0	36 3	18 1	965	1555	140 Sc.	Montreal Trust & Deposit Co., Montreal.	
96167	Boldon	L.M.W.R	Newcastle, 1889	Bill Quay	1889	Steel	237 7	33 0	15 0	730	1129	120 Sc.	Reginald Bright, Melbourne, Victoria.	
109448	Bolivar	Q.F.T.S	Liverpool, 1898	Aberdeen	1898	Steel	223 0	33 1	15 5	615	1016	135 Sc.	The Pacific Ste. Nav. Co., 31, James St., Liverpl. Hy. Ward, Riverdale Rd., W. Kirby, Cheshire.	
68081	Bolivia	M.P.S.W	Glasgow, 1897	Port Glasgow	1874	Iron	400 0	40 0	33 0	2561	3999	390 Sc.	British Maritime Trust, Lim., 4, Fenchurch Avenue, City, London.	
69349	Bolivia	M.T.C.W	Liverpool, 1874	Whiteinch	1874	Iron	311 8	38 2	21 1	1215	1925	400 Sc.	Fredk. W. Lewis, same address.	
112420	Boliviana	R.S.G.K	Hartlepool, W., 1900.	Hartlepool	1900	Steel	370 5	51 2	28 1	2963	4574	324 Sc.	Port Talbot Railway & Docks Co., Port Talbot. Edred. Knott, same address.	
105647	Bollin	..	Swansea, 1900	Paisley	1892	Steel	109 8	36 2	9 2	116	353	75 Sc.	The West Hartlepool Steam Navigation Co., Lim., West Hartlepool.	
112418	Boltonhall	R.P.V.W	Hartlepool, W., 1900.	West Hartlepool	1900	Steel	341 2	48 2	25 0	2327	3595	308 Sc.	Julius E. Guthe, Victoria Terrace, West Hartlepool.	
46426	Bolwarra	V.J.L.B	Neastle, N.S.W., 1882	Pymont, N.S.W.	1863	Iron	120 0	18 3	5 5	65	110	30 Pa.	The Newcastle S.S. Co., Lim., Newcastle, N.S.W.	
96990	Boma	L.J.B.K	Glasgow, 1889	Barrow	1889	Steel	311 6	39 2	24 7	1736	2681	240 Sc.	British and African Ste. Nav. Co. (1900), Lim., African House, 6, Water Street, Liverpool.	

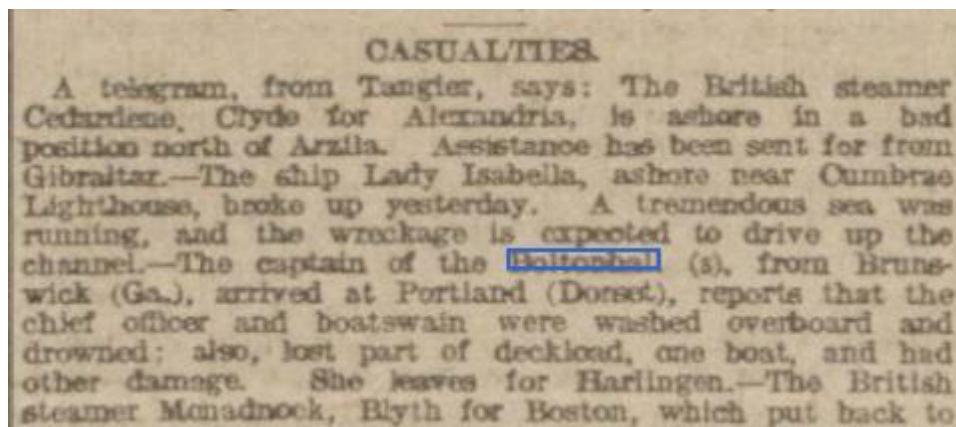
Appendix D: Lloyd's Register 1901, SS Boltonhall

1900-01		LLOYD'S REGISTER. NAVIRES A VAPEUR.										B			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Numero d'ordre.	Nom du Navire. Matériau. Grément, etc.	Tonnage (Gross).	Détails de la Classification.		Construit.		Armateurs.			Dimensions d'après la Donane. Superstructures, &c.			Machines.		Creux sur Quille.
Numero officiel.	Captaine. Ex-nom, s'il y a lieu.	Total.	Cote.	Port de Visite.	Quand.	Par qui.	Armateurs.			Longueur.	Largeur.	Creux.	No. & Dia. des Cylindres.—Course Pression des Chaudières.		Franc-bord au milieu du navire.
Numero de registre.	Visites Periodiques. Nombres des Ponts.	Sous le Pont.	Surveillance Speciale. Date de la dernière Visite.	Port de Visite. Termes assignés au maintien de l'habilitation & de l'assurance.	Mois.	On.	Armateurs.			Longueur.	Largeur.	Creux.	NIP=Forces en chevaux d'après la Formule de la Société. NIP=Forces en chevaux d'après le papere du navire. Détails des Chaudières & Forces. Nom du Constructeur des machines.		ps. ps.
100799	7 Bernard	Steel Sc Sr	3682	*100A1	Wtb w	1900	T Turnbull	Turnbull Bros.	351-7 44-0 20-3	Cardif	T 3Cy. 24" 40" & 65" 42" (s)	21 # 9	1600 500 282NH		8 # 9
84LB	G. Taylor 92-00	1 Dk (Irn) & Spar dk (Irn) & Web frames	2480	Spar dk	Cif	6mo	& Son	Whitby	WB = DBa	129" u E23' f 140' 813	PK 6 BHCem	28B. 6cf. os 123, ns 4345	Blair & Co. Ld. Stockton		
112418	8 Boltonhall	Steel Sc Sr	3595	*100A1	Hpl w	1900	Irvine's SB	West Hartlepool	341-2 48-2 25-0	W. Hartip	T 3Cy. 25" 40" & 67" 45" (s)	27 # 9	1600 500 30-NH		5 # 4 1/2
RPVW	W.D. Lewis 27-00	1 Dk (Irn) 2tr B deep framing & Web frames	3373	1,01	W Hartlepool	6mo	& D.D. Co. Ld.	Stm. Nav. Co. Ld.	P28'B85'F33'	British	1600 500	28B. 6cf. os 124, ns 4740	W. Allan & Co. Ld. Sld.		
1531	9 Brietzig	Steel Sc Sr	1531	*100A1	Hul p	1891	O.A.	H.F.C. Arp	251-1 36-2 16-5	Hamburg	T 3Cy. 18" 20" & 46 1/2" 80" (s)	18 # 9	1500 600 125NH		1 # 8 1/2
RLP3	(ex Axel Johnson)	ss Hul. No. 2-99	1188	1188	Sbl	10mo	Brodin	Søllgard & Thorsen	Q106'B54'H51t	German 153	28B. 6cf. os 85, ns 1360	Bergens M.V. Stockholm			
	P. Eberhard 00-00	Web frames	905	907	Gelle				WB = Cell DB 194' 418t	FPT	62t APT 34t				
113071	10 Baden Powell	Iron & Steel Sc K	72	*100A1	Hul	1900	Cochrane & Cooper, Ld.	Beverley	75-0 17-5	8' 8"	G 2Cy. 10" 20" 14" (s)	9 # 6	1200 15B. 1p. os 12, ns 350		
	Iron framing & Steel plating 1 Dk		70		For fishing purposes				75-2 17-4		PK 3 BHCem	Harrison & Dawson, Hull			
			69												
113400	11 Bohemian	Steel Sc 1 Mt Sr	8548	*100A1	Gls /	1900	A. Stephen	F. Leyland & Co. Ld.	512-0 58-2 34-3	Liverpool	T 3Cy. 32" 51" & 90" 66" (a)	37 # 6	1900 807NH		BT till
	N. McCallum -003 Dk (St) & Web frames		8548		Liv	8mo	& Sons	(1900) Ld.	P78	British	1900				

Appendix E: News Article on Tyne and large coal ships, 1901



Appendix F: Reported Damage and Loss of Crew Members, Feb 1903



Appendix G: Lost Propeller off Lundy Island, Sep 18 1905

SMART DESPATCH AT CARDIFF.
The Boltonhall, one of the West Hartlepool Steam Navigation Company's steamers, was due to arrive at Cardiff at about eight o'clock on Friday night to load a cargo of a little over 5,000 tons of coal for Brindisi. The cargo and bunkers had been got ready at the docks in anticipation of getting the steamer away at about eight o'clock on Saturday night. About three o'clock on Friday afternoon a telegram reached the owners at Cardiff that the captain had signalled when off Lundy Island that his propeller was broken. The despatch of the steamer being urgent, the owners put themselves in communication with Mr. William Jones, of the Cardiff Channel Dry Dock Company. As the result of the energetic action of that company the steamer was brought to Cardiff on Friday night, and placed under the tips in the Roath Dock. The propeller was removed whilst the loading operations were proceeding and a new one fixed. As the result the Boltonhall was able to sail as arranged. This may be taken as establishing a record for smart work at the port of Cardiff. The owners of the steamer express their utmost satisfaction at the prompt execution of the repair work by the Cardiff Channel Dry Dock Company.

Appendix H: Dry Docking at Tyne, Oct 1906

DRY-DOCKING ON THE TYNE.
Yesterday the large steamer Boltonhall was safely taken into the dry dock of Messrs. Robert Stephenson and Co. (Limited), Hebburn-on-Tyne, with 5,600 tons of cargo on board, and drawing 24 feet of water. While this is not altogether an unusual or infrequent proceeding, it is a great facility to shipowners, and serves to illustrate the capabilities of the Tyne for rapidly executing dry-docking and repairing work.

Appendix I: Report on Grounding in Mediterranean, Feb 1907**ARRIVAL IN THE TYNE.**

The steamer Boltonhall, of West Hartlepool, arrived in Shields Harbour yesterday, after an adventurous voyage. On the 22nd of January, while crossing the Gulf of Lyons, during a heavy north-east gale and high sea, the propeller struck some submerged obstacle, breaking off the whole of the blades, and one of them penetrated the port quarter of the ship, though fortunately above the water line. The vessel, in her disabled condition, was driven about in the boisterous weather for four days. A Greek steamer, attracted by her signals of distress, then went to the Boltonhall's assistance, and the weather having moderated somewhat, got two hawsers on board. A renewal of the storm, however, caused them to part. The Greek steamer, unable to render further assistance, proceeded on her voyage, and the Boltonhall drifted towards Port Soller, Majorca. When about a mile and a half from the shore, the anchors were cast, and on the next day, the weather having become calm, a lifeboat in charge of the second officer was sent to the land in search of assistance. In due course, the small steamer Isleano came upon the scene, and taking the disabled vessel in tow, brought her safely to Port Palma. Subsequently, on orders being received from the owners, the tug Phocéen, of Marseilles, left that port with the vessel in charge for Genoa. Two days later, on February 7th, an easterly gale sprang up, with the result that the tow rope broke, and efforts to get another one on board proved unavailing. Eventually, the Boltonhall went ashore on the French coast, stranding on a sandy beach. Heavy waves broke over her, causing much damage and compelling the crew to take refuge on the bridge till the storm abated. Three days later, the salvage boats Burgher Wilhelm and Helios reached the place, and salvage operations were commenced. No fewer than 3,500 bales of cotton were discharged into lighters, and eventually, after being ashore a month, the Boltonhall was towed off. She was then taken to Port Vendres, where the cargo was re-shipped, after which she was towed to Genoa, where temporary repairs were effected. Her passage to Rotterdam was afterwards resumed, and from that place she came to the Tyne for permanent repairs.

Appendix J: Report on Grounding near Constantinople, Aug 1907

BOLTONHALL (s).—*London, Aug. 13.*—Following received from Constantinople, dated Aug. 13, 3 35 p.m. :
 —Boltonhall stranded with cargo grain near Scutari; contracted Lloyd's open agreement; salvage steamers *Hermes*, *Stamboul* working.

————— *Yenidjani, Constantinople,*
 Aug. 13, 3 p.m.—Boltonhall: Own efforts refloat unsuccessful; has contracted French company open form.
 —[See issue of yesterday.]

————— *London, Aug. 14.*—Following telegram received, dated Pera, Aug. 14, 9 32 a.m. :—
Boltonhall(s): Salvage steamers "*Hermes*" "*Stamboul*" from yesterday noon making strenuous efforts refloat unsuccessfully; salvors now lightening cargo, towing continually; wired salvage boat "*Rhone*" also proceed for assistance.

Appendix K: Charge of overloading for voyage to Vera Cruz, Jan 1909

**SEAMAN'S CLAIM FOR WAGES,
 CHARGE OF OVERLOADING.**

At the Cardiff Police Court, yesterday, judgment was given in a case in which Hans Ferang, carpenter of the steamer **Boltonhall**, sued the West Hartlepool Steam Navigation Company (Limited) for wages alleged to be due.

The DEPUTY-STIPENDIARY delivered judgment as follows :—

This is a claim by the plaintiff (Hans Ferang) for 5l. 17s. balance of wages due to him on Aug. 28 last. On June 24 last, at Penarth, the plaintiff signed-on on the steamer **Boltonhall** as carpenter, wages being 6l. 10s. a month. The **Boltonhall** arrived at Baltimore (U.S.A.) on Aug. 25, and was then loaded with a cargo of coal to be taken to Vera Cruz. On Aug. 27 the master ordered the crew to clear the decks and get ready to proceed to sea. This the men refused to do on the ground that the centre of the disc indicating the load-line was submerged to the extent of seven inches. They demanded to see the British Consul, and that the ship should be surveyed by Lloyd's surveyor. Lloyd's surveyor surveyed the ship after 11 p.m., but the men were not present at the time. About 11 30 p.m. the men were summoned to the master's cabin, when the British Consul informed them that, although the ship was at that time overloaded, yet by the time she reached Cape Henry, about 154 miles distant, the discharge of about 10 tons of ashes and the consumption of 23 tons of coal would bring the vessel to her summer load-line. On Aug. 27 the master made the following entry in the log-book :—

" This is to certify that all the sailors and firemen, including the boatswain, carpenter, and donkey-man, refused to take the vessel from the wharf to an anchorage in the stream after finishing loading, and they also refused to proceed with the ship, saying she was overloaded. I called Lloyd's surveyor (Mr. Stewart) at the crew's request, also the British Consul, and they measured the vessel's freeboard and found that the ship was loaded to exact draught, and have obtained certificate to that effect. The crew shall, therefore, be charged with all extra expenses and also delay to the ship, and shall also be punished with the full penalty of the law on ship's return to the United Kingdom."

On Aug. 28 the captain made the following entry in the log :—

"This is to certify that I, at 9 o'clock this morning, gave orders to the chief engineer to get steam ready; also to chief officer to send a man to the wheel, and stand by it to weigh anchor. Shortly after I gave my orders the chief officer and chief engineer both came along, and told me that both firemen, sailors, donkey-man, bo'sun and carpenter refused to do any more. I at once went ashore to ask the British Consul to come aboard again, which he did. The whole crew were called to the cabin, and the Consul asked them one by one if they were willing to turn to and get the ship to sea. They, however, refused. The Consul then told them to get ashore, out of the ship at once, which they also refused to do. I then went ashore to take a warrant out for their arrest, and this afternoon they were all put into gaol, taking all their effects with them, and I engaged a new crew, no wages being due to the mutiny crew when all expenses are deducted."

On Aug. 29 the British Consul gave the following certificate :—

"I hereby certify that the under-named men have been left behind in gaol at this port on conviction of disorderly conduct, that the master reported that there is no balance of wages due to any of them, and their effects have been delivered to them."

The evidence of the men in the main agrees with the entries in the log-book except that they all along protested that the reason they refused to obey orders was that the ship was overloaded. The master agrees that the men were arrested on a warrant and taken before the judge of the American court at Baltimore, when the judge asked the master and Consul if the statements in the warrant were true, and on their replying in the affirmative, without asking the men what they had to say, fined them \$5 and costs, or in default seven days' imprisonment.

The following is a copy of the certificate given by Lloyd's surveyor at Baltimore :—

"This is to certify that I have examined the draught and freeboard of the vessel (steamer Boltonhall) and I find the draught forward 23 feet 2 inches and aft 23 feet 11 inches; the freeboard from the water to the deckline on the starboard side being 5 feet, and on the port side 4 feet 4 inches, giving a mean freeboard of 4 feet 8 inches fresh water. The above measurements were carefully taken, but accuracy could not be obtained owing to the lapping of the water. There is on board about ten tons of ashes, which will be dumped as soon as the vessel is clear of the channel. The stated consumption of coal is 23 tons per day, which the master states will bring the vessel to summer load-line before clearing Chesapeake Bay."

According, therefore, to the certificate of Lloyd's surveyor the vessel's amount of freeboard at the time she was laden was 4 feet 8 inches in fresh water, and allowing for 5½ inches, her freeboard allowance in fresh water, would have given her a freeboard of 5 feet 1½ inches in salt water. But inasmuch as her freeboard should have been 5 feet 3 inches in salt water she was therefore overladen to the extent of 1½ inches. I find as a fact that the steamer Boltonhall was overloaded on Aug. 27 at Baltimore, and that the men were justified in refusing to go to sea. I give judgment, therefore, for the plaintiff for 5*l.* 12*s.* and costs and advocate's fee, 15*s.*, and dismiss the counter-claim.

The counter-claim brought by the West Hartlepool Steam Navigation Company (Limited) was 10*l.* odd, money which they allege was lost to them owing to the action of the men in refusing to proceed to sea.

The DEPUTY-STIPENDIARY added that he would call the attention of the Board of Trade to the entry in the log by the master regarding the certificate of Lloyd's surveyor, for the entry was absolutely wrong.

Appendix L: Report on Grounding at New York, Mar 1910

BOLTONHALL (s).—*London, March 19.*—The Salvage Association have received the following telegram from their surveyor, dated New York, March 18, re **Boltonhall (s)**:—Grounding; examine machinery. Heavy weather:—Quantity deck damage, one stern plate broken, peak leaking. Collision:—Two plates remove, bulwarks fair.

Appendix M: Collision at Newport, Dec 1910

SOPHIE H. (s).—*Newport, Dec. 16.*—During a gale to-day the steamer **Boltonhall**, of West Hartlepool, dragged her anchors and was in collision with the Dutch steamer Sophie H., doing some damage, the extent of which is not yet known. Survey will be held to-morrow.

APPENDIX N: Crew received after strikes, Jul 1914

MARINE ENGINEERS' STRIKE.

66 STEAMERS DELAYED IN THE TYNE.

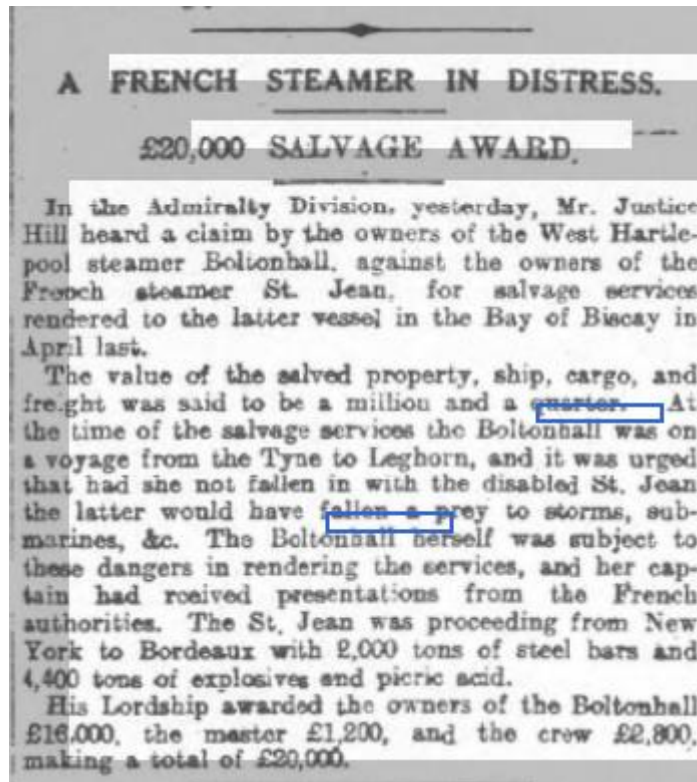
The officials of the Marine Engineers' Association at South Shields yesterday issued a document relating to the position of affairs created on the Tyne by the sea-going engineers' strike. This shows that there are 66 steamers delayed in the river, either through being unable to secure an engine-room staff, or owing to the action of the shore fitters in stopping work on vessels undergoing repairs.

At Sunderland there are five vessels laid up, according to the Marine Engineers' Association, these including three belonging to Messrs. France, Fenwick, and Co., a firm that conceded the men's demands at the beginning of the strike.

The West Hartlepool steamer **Boltonhall**, which had been laid up in the South Dock for six weeks, got a crew yesterday, the engineers being taken down to the ship in a taxi-cab in the early hours of the morning, under police protection. There were many pickets about, but no disturbance was made.

A meeting of the members of the Amalgamated Society of Engineers, the Marine Engineers' Society, and the Steam Engine Makers' Society, directly or indirectly concerned in the marine engineers' strike, was held last night at Sunderland, for the purpose of considering the present aspect of the sea-going engineers' wages movement. About 500 were present. The principal speakers were Mr. J. T. Brownlee, chairman of the A.S.E., and Mr. T. Spence, of the Marine Engineers' Association. A resolution was passed stating that the meeting was in agreement with the recent action of the joint executive in stopping all ships, and pledging itself to use every effort to bring the movement to a successful conclusion.

Appendix O: Salvage Claim Paid



Appendix P: German U-Boat UB Class (UB-88 pictured)



Appendix Q: Lloyd's Casualty Listing 1918, SS Boltonhall

LLOYD'S REGISTER OF SHIPPING.

RETURNS OF VESSELS TOTALLY LOST, CONDEMNED, &C.

1ST JULY TO 30TH SEPTEMBER, 1918.

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to October, 1918.

EXPLANATION OF CONTRACTIONS.

<i>NATIONALITY.</i>			
Amr. = U.S. of America.	Chn. = Chinese.	Itl. = Italian.	Rus. = Russian.
Arg. = Argentine.	Col. = British (Dominions).	Jap. = Japanese.	Sia. = Siamese.
A.-H. = Austro-Hungarian.	Dan. = Danish.	Mex. = Mexican.	Sp. = Spanish.
Blg. = Belgian.	Dut. = Dutch.	Nor. = Norwegian.	Swd. = Swedish.
Braz. = Brazilian.	Fre. = French.	Per. = Peruvian.	Trk. = Turkish.
Cbn. = Cuban.	Ger. = German.	Ptg. = Portuguese.	U.K. = British (United Kingdom)
Chl. = Chilean.	Grk. = Greek.	Rou. = Roumanian.	Urg. = Uruguay.
<i>DESCRIPTION.</i>			
Bg. = Brig.	Bn. = Brigantine.	m. = Mast.	Sc. = Screw Steamer.
Bk. = Bark.	C. = Composite.	Pad. = Paddle Steamer.	Sr. = Schooner.
Bkn. = Barkentine.	I. = Iron.	S. = Ship.	Stl. = Steel.
			Tw. = Twin.
			W. = Wood.

I.-STEAMERS.

8

(i.) War Losses.

No. in Reg. Book. 1918-19.	Vessel's Name.	Tons.		Nationality.	Description.	No. in Reg. Book. 1918-19.	Vessel's Name.	Tons.		Nationality.	Description.
		Net.	Gross.					Net.	Gross.		
109	Achilles	106	225	U.K.	Stl. Sc.	629	Gorsemore	1980	3079	U.K.	Stl. Sc.
513	Aldershot	1354	2177	U.K.	Stl. Sc.	914	Guide Me II	37	107	U.K.	Stl. Sc.
992	Anhui	1355	2209	U.K.	Stl. Tw. Sc.	307	Hatasu	1925	3193	U.K.	Stl. Sc.
1033	Anna Sofie	1609	2577	U.K.	Stl. Sc.	385	Hebburn	1178	1938	U.K.	Stl. Sc.
1459	Arum	2366	3681	U.K.	Stl. Tw. Sc.	720	Highcliffe	2040	3228	U.K.	Stl. Sc.
1685	Auckland Castle	661	1084	U.K.	I. Sc.	726	Highland Harris	3864	6032	U.K.	Stl. Sc.
1688	Audax	398	975	U.K.	Stl. Sc.	1212	Hyperia	2518	3908	U.K.	Stl. Sc.
1765	Australian Transport	3017	4784	U.K.	Stl. Sc.	48	Idaho	1947	3023	U.K.	Stl. Sc.
21	Badagri	1825	2952	U.K.	Stl. Sc.	364	John O. Scott	782	1235	U.K.	Stl. Sc.
68	Baldersby	2218	3613	U.K.	Stl. Sc.	534	Justicia	19801	32234	U.K.	Stl. Trp. Sc.
7	Barrister	3143	4952	U.K.	Stl. Sc.	336	Kendal Castle	2438	3885	U.K.	Stl. Sc.
Sup. 253	Barunga	4672	7484	U.K.	Stl. Sc.	575	Kirkham Abbey	512	1166	U.K.	Stl. Sc.
352	Baywest	2316	3596	U.K.	Stl. Sc.	790	Kosseir	1013	1855	U.K.	I. Sc.
442	Bellbank	2098	3250	U.K.	Stl. Sc.	361	Lavernock	1496	2406	U.K.	Stl. Sc.
625	Bertrand	2282	3613	U.K.	Stl. Sc.	563	Libourne	491	1219	U.K.	Stl. Sc.
726	Biruta	1016	1733	U.K.	Stl. Sc.	762	Loch Tummel	87	228	U.K.	Stl. Sc.
771	Blairhall	1624	2549	U.K.	Stl. Sc.	766	Lochiel	87	241	U.K.	Stl. Sc.
847	Boltonhall	2312	3595	U.K.	Stl. Sc.	881	Lord Stewart	895	1445	U.K.	Stl. Sc.
941	Boscawen	1174	1936	U.K.	Stl. Sc.	10	M. J. Craig	275	691	U.K.	Stl. Sc.
1072	Branksome Hall	2728	4262	U.K.	Stl. Sc.	T. 639	Madame Renée	283	509	U.K.	Stl. Sc.
1328	Buffalo	112	286	U.K.	I. Sc.	101	Madryn	1328	2244	U.K.	Stl. Sc.
441	Carpathia	8660	13603	U.K.	Stl. Tw. Sc.	134	Magellan	2311	3642	U.K.	Stl. Sc.