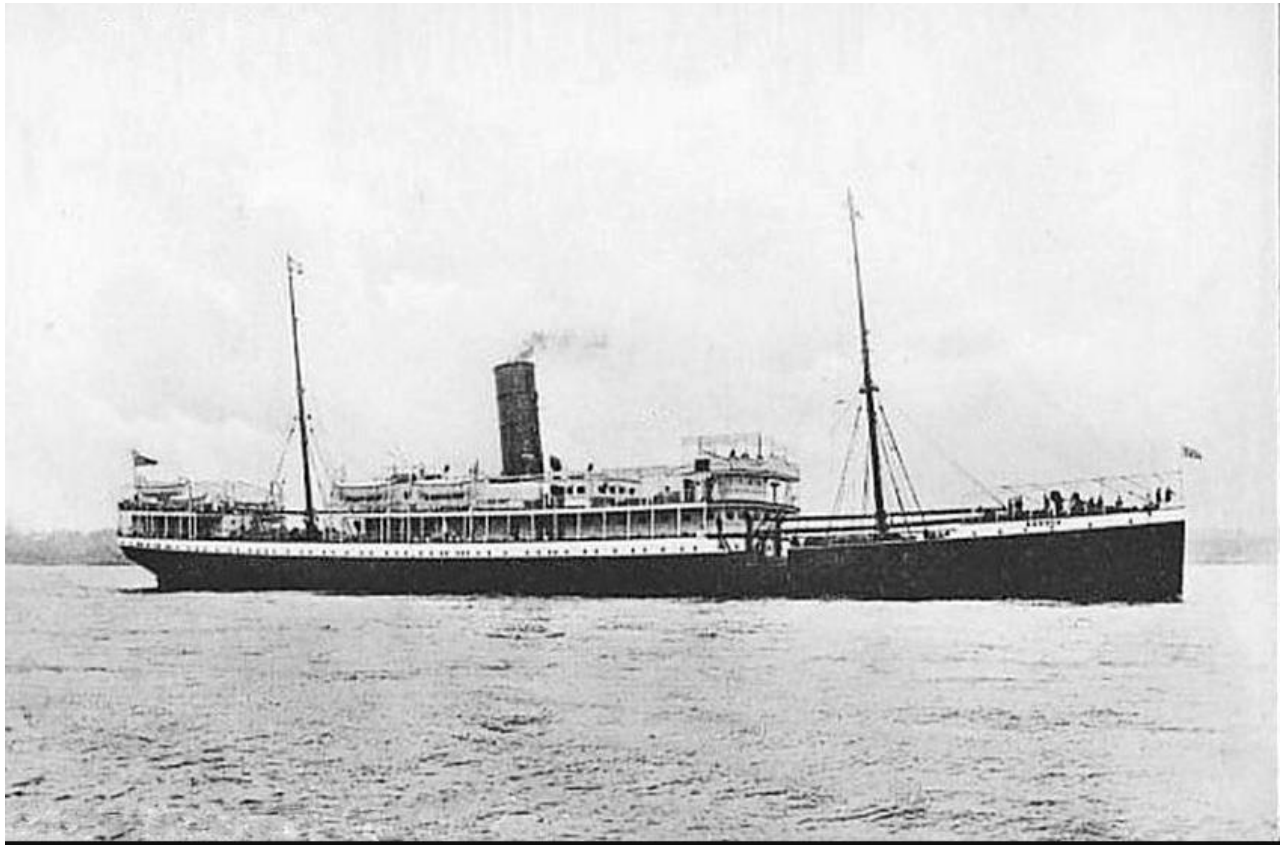


**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the Sinking of:
SS Burutu**



SS Burutu

**Report compiled by:
Gareth J.S. Davies**

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

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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 SS Burutu built by A Stephen and Sons Ltd of Glasgow in 1902.

The SS Burutu conducted regular cargo and passenger services between Liverpool and West Africa via the Canary Islands. On Oct 3rd 1918 while sailing in a blackened out convoy, the SS Burutu collided with the SS City of Calcutta and sunk with the loss of ~150 crew and passengers. The location of the collision has been reported as either 25 miles West of Fishguard or 25 miles SW of Bardsey Island.

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

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 Nautical Archaeology Society (Regional co-ordinator for Wales)

2.5 Abbreviations

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

2.6 Appendices

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3.0 Introduction

The SS Burutu 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

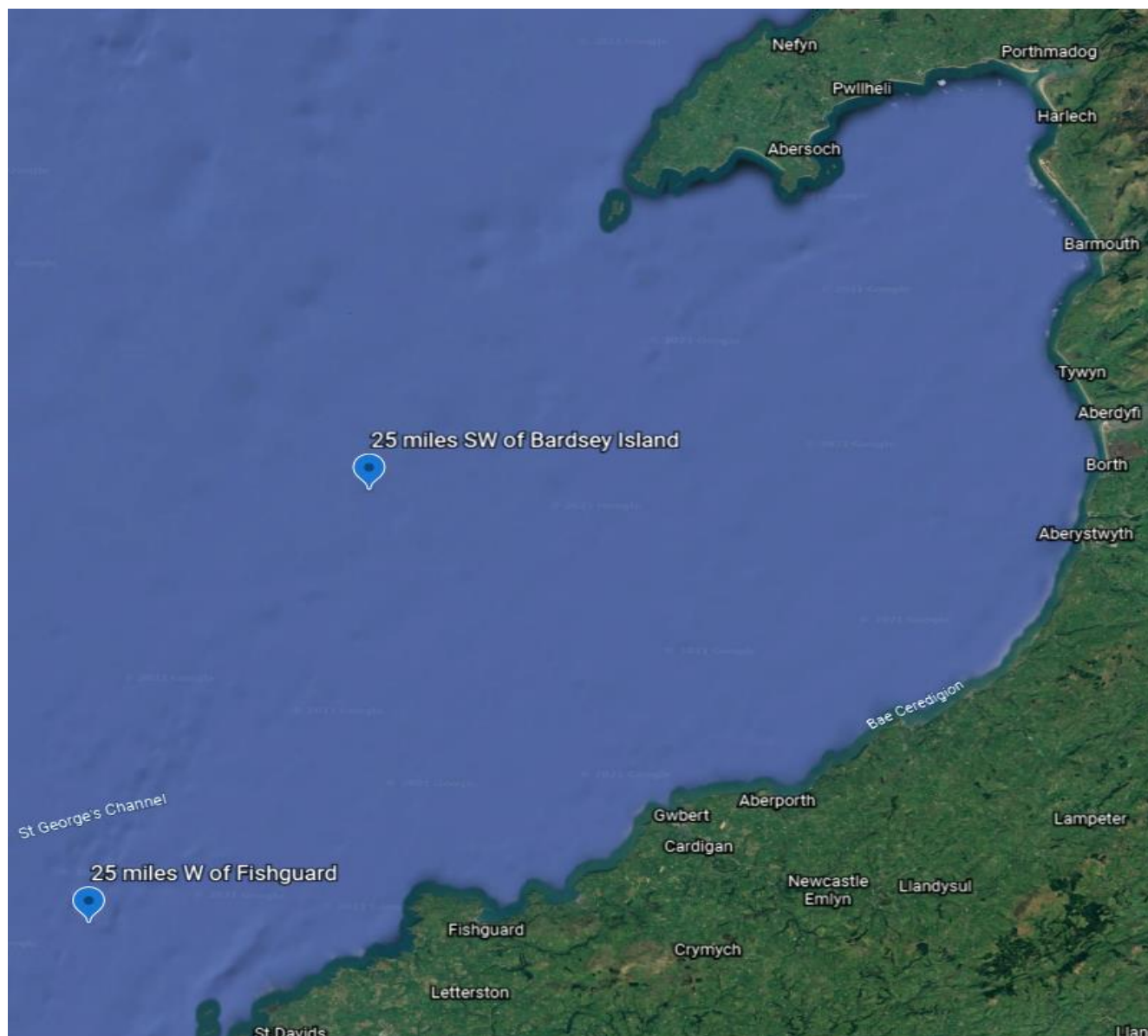
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
03/10/1918	Burutu	Bardsey Island or Fishguard	25mi, SW or 25mi W	Collision with City of Calcutta	Stm	Stl	PEN / COF

On Oct 3rd 1918, the Burutu collided with the SS City of Calcutta while both ships were travelling in darkened convoys. The SS Burutu sank within 10 mins of the collision with the loss ~150 lives.

Fig 1: Reported Locations of Collision, Oct 03 1918



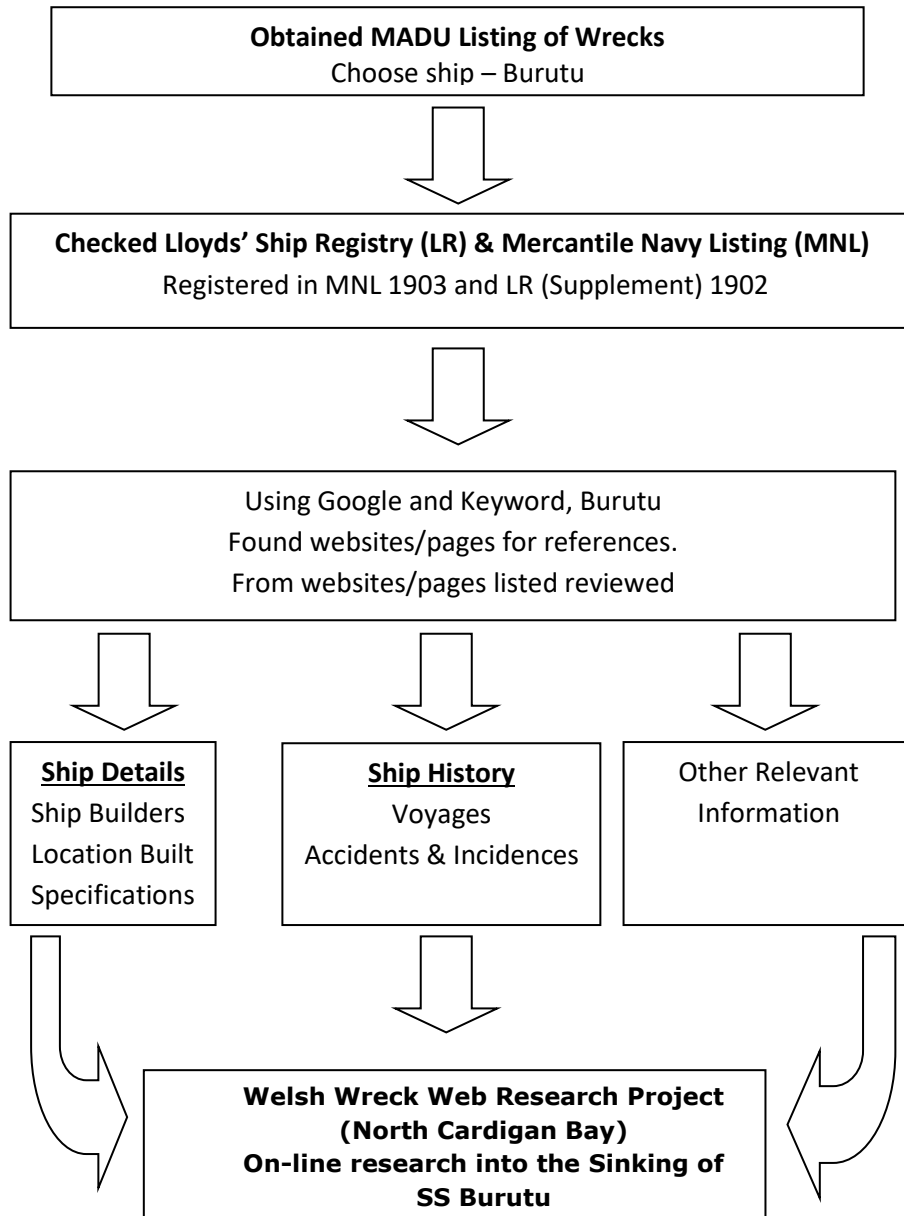
5.0 Research Methodology

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: Burutu (Steamship) Specification and History

Vessel	Name/s	SS Burutu	
	Type	Steamship General Cargo & Passenger	
Built	Date	Laid Down: N/A	
		Launched: 11/02/1902	
		Delivered: 05/1902	
Builder	A Stephen and Sons Ltd, Linthouse, Glasgow; Yard#: 394		
	Materials	Steel	
Construction	Decks	1	
	Bulkheads	6	
	Others	p/deck & b/deck 242ft, f/castle 48ft Passenger accommodation: designed for 100 first class and 50 second; later altered to 60 first class, 20 second and a limited number of steerage.	
	Type	Steam Single screw	
Engine	Details	T3cyl 27", 43", 72" x 48" H.P: 525, 14 knots Alexander Stephen & Sons Ltd., Govan	
		Boilers	N/A
		Type	Propeller
		Number	1
Dimensions	Length	360 ft 0 ins	
	Beam	44 ft 2 ins	
	Draught	14 ft 4 ins	
Tonnage	Gross	3902 grt	
	Net	2441 nrt	
Owner	First	May 1902 - Elder Dempster & Co., Liverpool	
	Second	1903 - British & African Steam Navigation Co. Ltd.	
Registry	Port	Liverpool; 11/02/1902	
	Flag	GBR	
	Number	115280	
	Code	T.K.D.W.	
History	Routes	Liverpool to West Africa v/v via Canary Islands. Coastal West Africa/Leeward Coast	
	Cargo	Cotton, bullion, raw materials, African produce	
Final Voyage	From	Freetown Sierra Leone	
	To	Liverpool	
	Captain	William E. Potter.	
	Crew	~100	
	Passengers	103	
	Cargo	Palm oil, kernels, tin ingots and copper.	
	Date	03/10/1918	
	Location	Two locations reported 25 miles West of Fishguard or 25 miles SW of Bardsey island	
	Cause	Collided with SS City of Calcutta whilst in convoy under blackout conditions	
	Loss of life	~150 (79 passengers, 71 crew)	
	Outcome	Sunk in 10 mins.	

Table 3: City of Calcutta (Steamship) Specification and History

Vessel	Name/s	City of Calcutta
	Type	Steamship Cargo & Passenger
Built	Date	Laid Down: N/A
		Launched: 17/03/1903
		Delivered: 05/1903
		Cost: N/A
Builder	Workman, Clark & Co. Ltd., Belfast Belfast, Yard#: 197	
Construction	Materials	Steel
	Decks	N/A
	Bulkheads	N/A
Propulsion	Type	Steam Single screw
Engine	Details	T3cyl
		Size: 30, 50.5 & 84 x 60ins
		HP: 546nhp
		Workman, Clark & Co. Ltd.
		N/A
Drive	Type	Propeller
	Number	1
Dimensions	Length	471 ft 7ins
	Beam	56 ft 2ins
	Draught	31 ft 9ins
Tonnage	Gross	7379 grt
	Net	4710 nrt
Owner	First	1903 - Ellerman Lines Ltd. - G. Smith & Sons, Glasgow
	Second	1913 - G. Smith & Sons - Ellerman Lines, Glasgow
	Third	1917 City Line Ltd - W. S. Workman - Ellerman Lines, Glasgow
Registry	Port	Glasgow
	Flag	GBR
	Number	115759
	Code	V.B.L.G
History	Routes	N/A
	Cargo	General
Final Voyage	From	N/A
	To	Osaka, Japan
	Date	05/05/1935
	Outcome	Broken up at Osaka Japan

7.0 Analysis

- The SS Burutu was built in Glasgow in 1902 by Alexander Stephen & Sons Ltd, for Elder Dempster & Co., Liverpool and registered in Liverpool (Appendix A, B, C).
- The SS Burutu conducted cargo and passenger services between Liverpool and West Coast of Africa via the Canary Islands (Appendix D, E). Cargoes included cotton (Appendix F), bullion and other goods.
- Jan 9 1908, the SS Burutu rescued the crew of the wrecked liner SANSU off Cess Town, Liberia (Appendix J).
- From 1914-1916 SS Burutu operated as special service vessel by British Government and then as an army transport.
- Nov 27 1917, SS Burutu was attacked by submarine and escaped undamaged (location not given).
- Apr 10 1918, four days out from Lagos bound for Liverpool, the SS Burutu which was defensively armed was damaged by the German U-boat U-154. The U-boat was fought off by gunfire 14 miles SSW off Cape Mesurado. Two members of the SS Burutu crew were killed. The Captain, H.A. Yardley, was awarded the Distinguished Service Order and Seaman Edward Jones was given a gold medal by the passengers. With the SS Burutu damaged, arrangements were made for a temporary refit in Freetown, Sierra Leone, and for the return of the vessel to Liverpool.
- Sep 19 1918, SS Burutu departed Freetown Sierra Leone in convoy for Liverpool escorted by AMC ALMANZORA with a full cargo of African produce, 103 passengers and ~100 crew.
- Oct 03 1918, at 10:50pm while sailing in a blacked-out convoy SS Burutu was struck on the port side by the SS City of Calcutta (Appendix L, M) sailing from Liverpool for Montreal. The collision took place in stormy weather. It is estimated that the time which elapsed between the reporting of the City of Calcutta by the look-out and the impact was about 40 seconds.
- As the vessels separated, the Burutu listed heavily to port and began to sink rapidly, thus preventing the launching of some of the lifeboats. The port lifeboats, which were ready for lowering, were soon filled, but only #1 port lifeboat got away safely, and that was taken in charge by a boat which had put off from the City of Calcutta. As #2 port lifeboat, filled with passengers, was being lowered away, a rope snapped and the occupants were thrown into the water. The SS Burutu now almost under water, no more boats could be launched. With many passengers still on deck the SS Burutu sank at 10:59 (Appendix N).
- May 30 1919, an inquiry into the sinking of the SS Burutu was held in a damage action brought by the owners of the SS City of Calcutta, of Glasgow, against the owners of the SS Burutu. The defendants counterclaimed. The SS Burutu, from Sierra Leone to Liverpool, carried over 100 passengers, ~100 crew, and in the dark of what was said to be an unusually dark night the two unlighted convoys met. A witness, whom the collision knocked overboard, said the SS Burutu went down in ten minutes, head first, with stern out of the water. His lordship held that the collision was inevitable. The claim and counter-claim would both be dismissed, and there would be no order as to costs. Another report stated it as: "Simply due to U-boats - necessity of going in convoy without lights" (Appendix P).
- A memorial is dedicated to the men who died and whose graves are not known or cannot be maintained in St Saviour's church, Lagos, Nigeria.
- The names commemorated on the Plymouth Naval Memorial, Portsmouth Naval Memorial, St Saviours Church Memorial, Lagos, and at Middlesbrough Cemetery were members of the Royal Naval Volunteer Reserve; Nigerian Marine, and Newfoundland Naval Reserve.

From newspaper articles the SS was recorded:

1903

Aug 26: Sailed Lagos for Liverpool.
 Sep 06-13: Sailed Canary Islands for Liverpool via Plymouth.
 Nov 04-22: Sailed Lagos for Liverpool.
 Nov 14: 25N 16W.
 Nov 21: arr Plymouth.
 Dec 12-26: Sailed Liverpool for Sekondi Ghana.
 Dec 18: arr/dep Canary Islands.

1904

Jan 14-29: Departed West Africa for Liverpool with £11000 in gold for London.
 Jan 28: arr Plymouth.
 Mar 01: Arrived Freetown Sierra Leone from Liverpool.
 Mar 23-Apr 10: Sailed Lagos for Liverpool.
 Apr 30: Sailed Liverpool for West Africa.
 Jun 12-19: Sailed Canary Islands for Liverpool.
 Jun 18: arr/dep Plymouth.
 Jul 08-: Sailed Liverpool for Lagos with the Alake of Abeokuta (Appendix G).
 Jul 19: arr/dep Freetown Sierra Leone for Lagos.
 Jul 23: dep Sekondi Ghana for West Coast.
 Aug 09-26: Sailed Lagos for Liverpool.
 Aug 14: dep Freetown Sierra Leone.
 Aug 25: arr/dep Plymouth.
 Sep 17-Oct 02: Sailed Liverpool for Sekondi Ghana.
 Oct 17-Nov 07: Sailed Lagos for Liverpool, 650 bales of cotton.
 Oct 24: dep Sekondi Ghana with £19000 bullion consigned to London.
 Oct 31: dep Canary Islands.
 Nov 05: arr/dep Plymouth.
 Nov 26: Sailed Liverpool for West Coast Africa.

1905

Jan 01-12: Sailed Freetown Sierra Leone for Liverpool.
 Jan 06: dep Canary Islands.
 Jan 02: 12N 17W.
 Jan 11: arr/dep Plymouth.
 Feb 04: Sailed Liverpool for West Coast Africa.
 Mar 12: Sailed Freetown Sierra Leone for Liverpool.
 Apr 15: Sailed Liverpool for West Coast Africa.
 Apr 21: arr Canary Islands.
 May 21: Sailed Canary Islands for Forcados Nigeria.
 Jun 02: Arrived Liverpool from West Africa.
 Aug 05: Sailed Canary Islands for Liverpool.
 Sep 02-16: Sailed Liverpool for Sekondi Ghana.
 Dec 12-27: Sailed Sekondi Ghana for Liverpool with £55000 bullion consigned to London.

1906

Jan 20: Sailed Liverpool for West Africa.
 Mar 10: Arrived Liverpool from West Africa.
 Mar 17: Sailed Liverpool for West Africa.
 Mar 22: arr Canary Islands.
 Apr 15-21: Sailed Lagos for Liverpool with 1000 bales of cotton.
 Apr 27: dep Canary Islands.
 May 26: Sailed Liverpool for West Africa.
 Jun 28: Captain J.S Hely passed away at Accra Ghana from fever (Appendix H).
 Jul 11: Arrived Liverpool via Plymouth from West Africa.

Aug 05-19: Sailed Liverpool for Sekondi Ghana.
 Aug 10: arr Canary Islands.
 Sep 02-20: Sailed Lagos for Liverpool.
 Oct 13-27: Sailed Liverpool for Sekondi Ghana.
 Oct 18: arr/dep Canary Islands.
 Nov 30: Arrived at Plymouth with largest gold shipment of £85275. The amount of
 £34944 was offloaded for London.
 Dec 24: Sailed Liverpool for West Africa.
 Dec 28: dep Canary Islands.

1907

Jan 06-Feb 08: Sailed Accra Ghana for Liverpool.
 Feb 07: arr Plymouth.
 Mar 02-16: Sailed Liverpool for Sekondi Ghana.
 Mar 08: dep Canary Islands.
 Apr 08: Sailed Freetown Sierra Leone for Liverpool.
 May 11: Sailed Liverpool for West Africa.
 May 18: arr/dep Canary Islands.
 Jun 11-29: Sailed Lagos for Liverpool with £72000 of bullion.
 Jun 23: dep Canary Islands for Liverpool.
 Jul 20-Aug 04: Sailed Liverpool for Sekondi Ghana.
 Aug 26-Sep 06: Sailed Freetown Sierra Leone for Liverpool.
 Aug 31: dep Canary Islands.
 Sep 05 arr/dep Plymouth.
 Sep 28: Sailed Liverpool for West Africa.
 Oct 04: arr/dep Canary Islands.
 Oct 12: arr Cape Coast Ghana from Sekondi Ghana.
 Nov 04-17: Sailed Freetown Sierra Leone for Liverpool.
 Nov 14: while sailing for Liverpool picked up 10 men from the SS Stein which
 was sinking off Lisbon (Appendix I).
 Nov 16: arr/dep Plymouth.
 Dec 07: Sailed Liverpool for West Africa.
 Dec 13: arr/dep Canary Islands.

1908

Jan 02: Sailed for Liverpool with £70000 bullion. Telegram reporting SS Burutu went to
 the assistance of the sinking liner Sansu (Jan 03) off the Liberian coast. The SS
 Burutu picked up the crew.
 Jan 13-25: Sailed Freetown Sierra Leone for Liverpool.
 Jan 18: dep Canary Islands.
 Jan 24: arr/dep Plymouth.
 Feb 14: Sailed Liverpool for Lagos.
 Feb 19: arr/dep Canary Islands.
 Mar 30: Sailed Canary Islands for Liverpool.
 Apr 25: Sailed Liverpool for West Africa.
 May 01: arr/dep Canary Islands.
 Jun 01-13: Sailed Freetown Sierra Leone for Liverpool with 550 bales of cotton.
 Jun 06: arr/dep Canary Islands.
 Jul 04-18: Sailed Liverpool for Sekondi Ghana.
 Jul 10: arr/dep Canary Islands.
 Aug 04-21: Sailed Lagos for Liverpool.
 Aug 21: arr/dep Plymouth.
 Sep 12: Sailed Liverpool for West Africa.
 Sep 17: arr/dep Canary Islands.
 Sep 26-Oct 30: Sailed Sekondi Ghana outwards for Liverpool.
 Oct 24: dep Canary Islands.
 Oct 29: arr/dep Plymouth.
 Nov 07-21: Sailed Liverpool for Sekondi Ghana.

Dec 07-25: Nov 13: arr/dep Canary Islands.
Sailed Lagos for Liverpool.
Dec 18: dep Canary Islands.
Dec 24: arr/dep Plymouth.

1909

Jan 09: Sailed Liverpool for West Africa.
Jan 21: arr Forcados Nigeria.
Feb 20-Mar 10: Sailed Lagos for Liverpool.
Feb 26: dep Freetown Sierra Leone.
Mar 03: dep Canary Islands.
Mar 09: arr/dep Plymouth.
Mar 27-Apr 10: Sailed Liverpool for Sekondi Ghana.
Apr 02: arr/dep Canary Islands.
May 19-26: Sailed Canary Islands for Liverpool.
May 25: arr/dep Plymouth.
Jun 12-26: Sailed Liverpool for Sekondi Ghana.
Jun 18: arr/dep Canary Islands.
Aug 01-15: Sailed Freetown Sierra Leone for Liverpool.
Aug 28-Sep 11: Sailed Liverpool for Sekondi Ghana and Calabar Nigeria.
Sep 03: arr/dep Canary Islands.
Sep 30: Sailed Calabar Nigeria for Bonny Nigeria.
Oct 10-28: Sailed Lagos for Liverpool.
Oct 16: dep Freetown Sierra Leone.
Nov 17-30: Sailed Liverpool for Sekondi Ghana.
Dec 01: Sailed Sekondi Ghana for Liverpool via West Africa Coast.
Dec 17: dep Calabar Nigeria.
Dec 18: dep Accra Ghana.

1910

Jan 04-16: Sailed Freetown Sierra Leone for Liverpool.
Jan 09: dep Canary Islands for Plymouth.
Feb 02-16: Sailed Liverpool for Sekondi Ghana.
Feb 07: arr/dep Canary Islands.
Mar 19-Apr 02: Sailed Freetown Sierra Leone for Liverpool.
Mar 26: dep Canary Islands.
Apr 01: arr/dep Plymouth.
Apr 20: Sailed Liverpool for West Africa.
Apr 26: arr/dep Canary Islands.
May 21: Sailed Calabar for Liverpool.
Jun 06-18: Sailed Freetown Sierra Leone for Liverpool.
Jun 11: dep Canary Islands.
Jun 29: Sailed Liverpool for West Africa.
Jul 05-08: arr/dep Canary Islands.
Jul 30: Sailed Calabar Nigeria for Bonny Nigeria.
Aug 09-27: Sailed Lagos for Liverpool with £67000 bullion for London.
Aug 25: arr/dep Plymouth.
Sep 07-21: Sailed Liverpool for Sekondi Ghana.
Oct 24-Nov 04: Sailed Freetown Sierra Leone for Liverpool.
Oct 29: dep Canary Islands.
Nov 03: arr/dep Plymouth.
Nov 17: Sailed Liverpool for West Africa.
Dec 18: Sailed Calabar Nigeria for Liverpool.

1911

Jan 17: Battered severe storms crossing the Bay of Biscay (Appendix K).
Aug 30: Arrived Liverpool from West Africa, 82 bales of cotton.

1912

Apr 10: Sailed Liverpool for West Africa.
Sep 11: Sailed Liverpool for West Africa.
Aug 08: Sailed Lagos for Liverpool.

1913

Jan 21: Arrived Liverpool from West Africa, 20 bales of cotton.
Apr 14: Sailed Plymouth for Liverpool.
Apr 30: Sailed Liverpool for West Africa.
Jun 23: Sailed Canary Islands for Liverpool via Plymouth.
Jul 16: Sailed Liverpool for West Africa.

1914

May 20: Sailed Liverpool for West Africa.
Jun 08: Sailed Lagos for Burutu Nigeria.
Late 1914: Operated as special service vessel by British Government and then as an army transport.

1915

Operated as service vessel for British Government as an army transport.

1916

Mar 09: Arrived Liverpool from West Africa.
Oct 14: Arrived Lagos from Warri Nigeria.

1917

No articles found

1918

Sep 19: Departed Freetown Sierra Leone for Liverpool
Oct 03: Sunk after collision with SS City of Calcutta
Nov: Bravery Awards for crew members of SS City of Calcutta (Appendix O).

1919

May 30 Inquest by Admiralty Court

N.B: the cargoes of cotton listed would only be part of the overall cargoes being carried

8.0 Conclusions & Recommendations

The project took approximately 4 working days with half of that time spent on on-line research.

Having read the report, sufficient information has been collated to compile a comprehensive history of the schooner Burutu.

The SS Burutu conducted cargo and passenger services between Liverpool and West Coast of Africa via the Canary Islands. From 1914-1916 the SS Burutu was used by the British government.

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 including a Facebook page on the SS Burutu (see Section 9.1). 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. One of the major discrepancies found was the actual location of the sinking. In some reports the location is 25 miles SW of Bardsey Island and in others 25 miles West of Fishguard. A third found on the Lloyd's Casualty List has it North of Padstow. A newspaper article states that survivors and deceased were transported to Fishguard suggesting it might have been closer to Fishguard or simply that Fishguard was the only nearby harbour that could take large ships.

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: Burutu

http://www.clydeships.co.uk/view.php?official_number=&imo=&builder=&builder_eng=&year_built=&launch_after=&launch_before=&role=&propulsion=&category=&owner=&port=&flag=&disposal=&lost=&ref=15961&vessel=BURUTU

<https://coflein.gov.uk/en/site/274747?term=Burutu>

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

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

<https://web.facebook.com/Burutu.uk/>

<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://www.liverpool.ac.uk/~cmi/books/miscWr/burutu.html>

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

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

http://shippingandshipbuilding.uk/view.php?year_built=1903&builder=&ref=202253&vessel=CITY+OF+CALCUTTA

[https://en.wikipedia.org/wiki/SS_Burutu_\(1902\)](https://en.wikipedia.org/wiki/SS_Burutu_(1902))

<https://www.wrecksite.eu/wreck.aspx?13768>

https://web.archive.org/web/20070809051703/http://www.theshipslist.com/ships/lines/Elder_De mpster.html

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: Appropriation Book 1902, SS Burutu

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing.	Port of Registry.	Date of Registry.
4	Rosalind	16214	Steam	"	1902 4 " "
5	Hilbre	6	Sailing	"	1902 8 " "
6	Panama	3027	Steam	"	1902 14 " "
7	Telemachus	4802	"	"	1902 13 " "
8	Mexico	2994	"	"	1902 14 " "
9	Hyacinthus	3656	"	"	1902 " " "
80	Burutu	2144	"	"	1902 28 " "
1	Annie	82	"	"	1902 2 June "
2	Alacrity	32	Steam	"	1902 29 May "
3	Burbo Bank	1818	"	"	1902 31 " "
4	Esowana	1614	"	"	1902 9 June "

Appendix B: Lloyd's Register (Supplement) 1902, SS Burutu

1901-02 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.	Matricule, Gréement, etc.	Tonnage Officiel.	Détails de la Classification.			Construit.	Armateurs.	Dimensions d'après la Douane.			Port d'Armement.	Machines.		Creer.	15			
52	Britannia	J. Phillips -02	Steel Sc 79	A1	Fal	1902	Cox & Co.	Britannia Steam Towing Co. Ltd.	86'0"	16'0"	9'1"	Swansea	C.2 Cy. 15 1/2	28" - 21"	(2)	9	5		
53	Burutu		Steel Sc Sr 3900	100A1	Spar dk	1902	A. Stephen & Sons, Ltd.	Elder, Dempster & Co.	360'0"	44'2"	23'3"	Liverpool	T.3 Cy. 27, 43" x 72" - 48"						
54	Brighton	O. Krohg -02	Steel Sc Sr 1050			1902	Frammes	A. F. Klavness	227'0"	31'5"	16'6"	Sandejord	A. Stephen & Sons, Ltd. Gls.	T.8 Cy. 20, 32" x 52" - 38"					

Appendix C: Mercantile Navy Listing 1903, SS Burutu

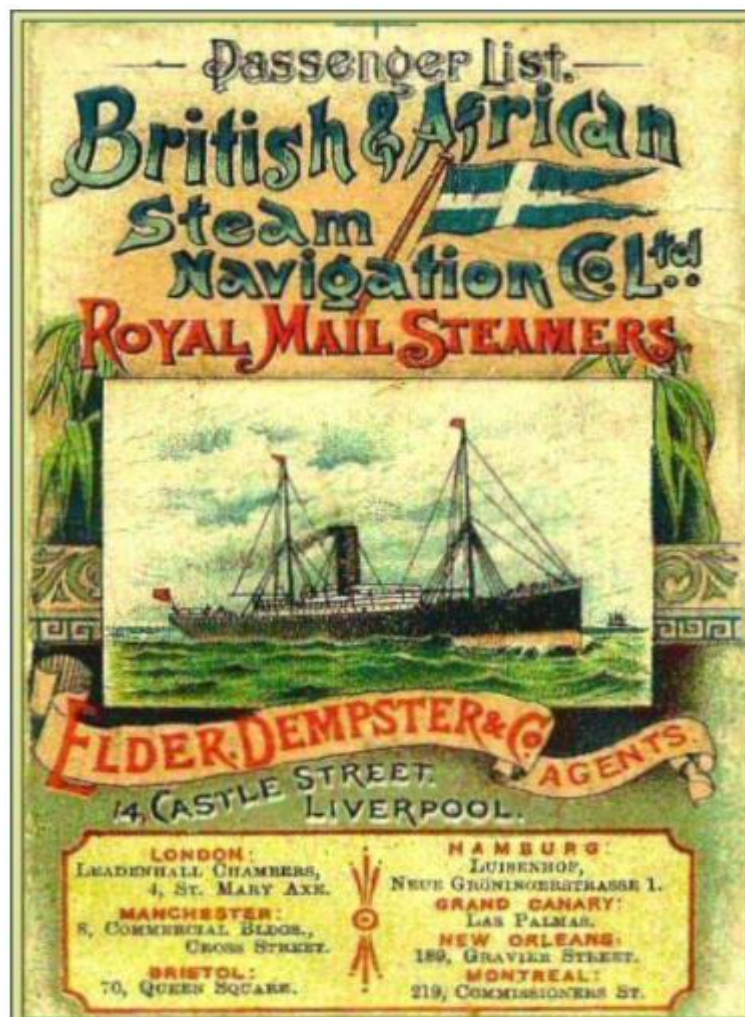
97155	Burt . . .	L.K.D.W	Vancouver, B.C., 1897	Victoria, B.C. . .	1890	Wood	66 3	13 8	5 7	34	50	4 Sc.	William McPherson, Vancouver, B.C.
93408	Burton . . .	N.B.D.K	Boston, 1889 . . .	Stockton . . .	1889	Steel & Iron	195 0	28 4	11 8	363	653	99 Sc.	X Owen L. Harries, 39, Bryn Rd., Swansea.
99589	Burton . . .	R.S.N.M	Hull, 1893 . . .	Howdon-on-Tyne . . .	1892	Steel	275 5	36 7	16 6	1271	1966	150 Sc.	The Deddington Steamship Co., Lim., Hull.
101884	Burton Port . . .	T.K.D.W	Londonderry, 1899 . . .	Paisley . . .	1899	Steel	135 0	23 1	9 7	80	299	53 Sc.	John Herdman, Carricklee, Strabane, Co. Tyrone.
115280	Burutu . . .	Q.H.V.L	Liverpool, 1902 . . .	Linthouse . . .	1902	Steel	360 0	44 2	23 3	2441	3863	370 Sc.	X Sir A. L. Jones, K.C.M.G., African House, 6, Water Street, Liverpool.
83789	Burwah . . .	R.S.Q.K	Sydney, N.S.W., 1883	Kinghorn . . .	1883	Steel	220 4	30 1	19 6	588	982	200 Sc.	Howard Smith Co., Lim., Melbourne.
101041	Burwood . . .	L.W.D.C	Sydney, N.S.W., 1892	Port Stephens, N.S.W.	1886	Wood	61 0	16 6	5 0	30	45	10 Sc.	Edward Foley, Raymond Terrace, N.S.W.
92966	Bushmills . . .	R.S.Q.K	Dublin, 1895 . . .	West Hartlepool . . .	1890	Steel	300 0	38 5	20 6	1589	2466	250 Sc.	X John Weatherill, 3, Burgh Quay, Dublin.
85091	Bussorah . . .	..	Glasgow, 1900 . . .	Sunderland . . .	1881	Iron	268 2	35 2	28 1	1223	1926	160 Sc.	X John Gaff, 31, Hope St., Glasgow.
104100	Busy . . .	..	Yarmouth, 1898 . . .	Beckingham . . .	1894	Steel	73 0	16 7	5 2	15	42	20 Sc.	H. Newhouse & Co., Lim., Fishergate, Norwich. Henry Newhouse, same address.
95722	Busy Bee . . .	..	Plymouth, 1896 . . .	Falmouth . . .	1889	Steel	56 9	9 9	6 7	8	23	14 Sc.	X John Ryan, 149, Chester St., Birkenhead, Cheshire.
92612	Butcher Boy . . .	..	Pt. Arthur, Ont., 1886	Michigan, U.S.A.	1879	Wood	95 6	20 6	6 6	146	215	18 Sc.	Robert E. Mitchell, Port Arthur, Ontario.
100195	Bute . . .	..	Vancouver, B.C., 1891	New Westminster, . . .	1890	Wood	28 6	6 7	2 6	3	4	3 Sc.	John Mowat, Vancouver, B.C.

Appendix D: Advert for SS Burutu Sailing to West Africa, Dec 1903



WEST & SOUTH-WEST COASTS OF AFRICA.
BRITISH AND AFRICAN LINE.
ROYAL MAIL STEAMERS.
LIVERPOOL, HAMBURG and ROTTERDAM to MADEIRA,
CANARY ISLANDS and the WEST AND SOUTH-WEST
COASTS OF AFRICA.
 The Steamers of this Company are appointed to sail as under,
 carrying his Majesty's mails:—
LIVERPOOL to WEST AFRICA.
BURUTUSaturday, Dec. 19
 Passengers for Burutu embark from Prince's Landing Stage at
 11 A.M. on day of sailing.
 Loading berth in Liverpool, South-West Side Brunswick Dock.
 For further information apply to
ELDER, DEMPSTER and Co.,
African House, 6, Water-street, Liverpool.

Appendix E: Advert for Royal Mail Sailings to West Africa



— Passenger List. —
British & African
Steam Navigation Co. Ltd.
ROYAL MAIL STEAMERS.
ELDER, DEMPSTER & Co. AGENTS
 14, CASTLE STREET, LIVERPOOL.
 LONDON: LEADENHALL CHAMBERS, 4, ST. MARY AXE.
 MANCHESTER: 8, COMMERCIAL BLDGS., CROSS STREET.
 BRISTOL: 70, QUEEN SQUARE.
 HAMBURG: LUBENHOF, NEUE GRÖNINGERSTRASSE 1.
 GRAND CANARY: LAS PALMAS.
 NEW ORLEANS: 180, GRAVIERE STREET.
 MONTREAL: 219, COMMISSIONERS ST.

Appendix F: Arrival of Cotton Samples, Aug 1904



Appendix G: The Alake of Abeokuta Sails for Home, Jul 11 1904

THE ALAKE LEAVES ENGLAND.—The Alake of Abeokuta, the West African king, whose territory lies inland from Lagos, concluded his visit to England on Saturday. He sailed from Liverpool on his homeward voyage on board the British and African Company's steamship **Burutu**. Accompanied by Prince Ademola and his interpreter, Mr. Edun (like their king, wearing gaily-hued robes), the Alake drove from the Exchange Hotel, where he had occupied rooms since his return from London on Thursday, to the landing-stage. On board the steamer, in the saloon, the Alake was received by Sir Alfred Jones, K.C.M.G., chairman African Section, Liverpool Chamber of Commerce; Mr. John Holt, Mr. H. Cottrell, and Mr. T. H. Parker (secretary Chamber of Commerce). Sir Alfred Jones, speaking for himself and for the others, expressed a hope that the Alake had enjoyed his tour of England, and wished him and his party a pleasant home voyage.



Appendix H: Report of Captains Death Jun 28 1906

I regret to hear of the death of Captain J. S. Hely at Accra, the sad news of which was received by Messrs. Elder, Dempster and Co. a few days ago. Captain Hely was in command of the Burutu and died of fever. He had made many journeys to the West Coast of Africa, and in fact was the commodore of the fleet. Only a day or two before his last journey I spent a very pleasant hour in his company.

Appendix I: Rescue of crew from SS Stein, Nov 1907

STEIN (tug).—*Liverpool*, Nov. 16, 10 47 a.m.—Burutu (s), at Plymouth 16th, from Lagos, reports delayed 16 hours off Lisbon rescuing crew of 10 from steamtug Stein, of Buenos Ayres, from Glasgow; vessel sinking.

Appendix J: Rescue of crew from SS Sansu, Jan 09 1908

SANSU (s).—*Liverpool*, Jan. 10.—A cablegram received here from West Africa reports the African liner Sansu a complete wreck off the Liberian coast. She left Addah 3rd inst. with 3,000 tons of palm kernels and 4,500 bags of cocoa. The cable received said she struck a rock at Cess Town on the Kroo coast and sank. The company's steamers Sangara and Burutu went to her assistance. The Sansu, however, had sunk and no help could be rendered her. The Burutu took on board all the crew and is now on her way to England. The few native passengers on board the Sansu were landed safely. The cable says no salvage is recoverable.—*Reuter*.

————— *Liverpool*, Jan. 10, 9 25 a.m.—Owners have received following Cable from Sekondi, dated Jan. 9 :—Sansu (s) struck on a rock, and is a total wreck Cess town. Crew all saved. Proceeded since try save ship; failed. No salvage recoverable. Crew all on board steamer Burutu. Reported cargo consists of 3,000 tons of palm kernels, and 3,500 bags cocoa.

Appendix K: Report on Storms Jan 1911



Appendix L: SS City of Calcutta



Appendix M: Lloyd's Register 1904, SS City of Calcutta

1903-04		LLOYD'S REGISTER.										STEAMERS.		CIT					
No. in Book.	Steamer's Name.	Material, Rig, &c.	Tons.	Particulars of Classification.			Built.		Owners.		Register'd Dimensions, Deck Erections, &c.		Port of Registry.	Engines.		Moulded depth.	Freeboard.		
Official No.	Master.	Late Name if any.	Gross.	Character.	Part of Survey.	When.	By Whom.	Owners.		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders—Stroke	Boiler Pressure. N.P.=Horse power by Society's formulae; R.P.=power by Ship's Register.	Particulars of Boilers & Furnaces	Engine Maker's Name.	f. in.	Registers in which entered, if not in Lloyd's Register of Steamships.
Code Letters.	Special Surveys.	No. of Decks, &c.	Under Deck.	For Special Survey. Date of last Survey.	For Survey. Vessels & Rig. (See Reg. & Letters.)	Ship.	Where.	Owners.											
4619 YBNG (ex Coreyra)	W. King -02	IronScSr Brs. 2nd No. 3-8, 01 1 Dk 2tr B	785 699 491	+	1 10, 03, 5, 04	Ham Bis	1862 7mo	Richardson, Duck & Co. Stockton	Palgrave, Murphy & Co.	204'4" P34'F36' ND94	28'5" BR6 1/2	17'3" 5BH	Dublin British	C. 2 Cy. 26" x 49" - 30" 70lb 80lb NE76 99RH 18B3p/oa51hs1518 NDB98 T. Richardson & Sons, Hpl.				18 # 1 2 * 7 1/2	
115759 VBLG	City of Calcutta	SteelScSr Elec. light	7379 6637 4710				1903	Workman, Clark & Co. Ld. Belfast	Ellerman Lines Ld. (G. Smith & Sons, Mgrs.)	471'7" P86' B156' F91'	56'2" F91'	31'9"	Glasgow British	T. 3 Cy. 30" x 50 1/2" x 84" - 60" 546 NHP Wrkman, Clark & Co. Ld. Bel				BT till 3, 04	
86729 WHBQ	City of Cambridge	IronSc4MstBk F. Doig -02 Elec. light	3944 3573 2482				1882	Workman, Clark & Co. Belfast	City Line Ld. (G. Smith & Sons, Mgrs.)	400'0" B156'F34'	42'1"	29'6" BK11'	Glasgow British	C. 2 Cy. 50" x 96" - 60" 583 NHP J. & J. Thomson, Glasgow				30 * 10 BT till 1904	

Appendix N: Lloyd's Casualty Listing 1918, SS Burutu

RETURNS OF VESSELS TOTALLY LOST, CONDEMNED, &C.

1ST OCTOBER TO 31ST DECEMBER, 1918.

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to 14th August, 1919.

EXPLANATION OF CONTRACTIONS.

NATIONALITY.

- | | | | |
|---------------------------|-----------------------------|--------------------|---------------------------------|
| 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. |
| Belg. = Belgian. | Dut. = Dutch. | Nor. = Norwegian. | Swd. = Swedish. |
| Bra. = Brazilian. | Fre. = French. | Per. = Peruvian. | Trk. = Turkish. |
| Chn. = Cuban. | Ger. = German. | Ptg. = Portuguese. | U.K. = British (United Kingdom) |
| Chl. = Chilian. | Grk. = Greek. | Rou. = Roumanian. | Urg. = Uruguay. |

DESCRIPTION.

- | | | | | |
|--------------------|-------------------|------------------------|----------------------|-------------|
| Bg. = Brig. | Bn. = Brigantine. | m. = Masts. | Sc. = Screw Steamer. | Tw. = Twin. |
| Bk. = Bark. | C. = Composite. | Pad. = Paddle Steamer. | Sr. = Schooner. | W. = Wood. |
| Bkn. = Barkentine. | I. = Iron. | S. = Ship. | Stl. = Steel. | |

I.-STEAMERS.

(f.) Collision.

No. in Reg. Book. 1918-19.	Vessel's Name.	Tons.		Nation-ality.	Descrip-tion.	Voyage.	Cargo.	Circumstances and place.	Date.
		Net.	Gross.						
1183	Aquarius	1920	3022	U.K.	Stl. Sc.	Penarth—	Coal	About 45 miles from Corfu ...	11th Nov.
1389	Burutu	2468	3902	U.K.	Stl. Sc.	W. Africa— Liverpool.	General ...	North of Padstow	3rd Oct.
304	Denby Grange ...	2729	4252	U.K.	Stl. Sc.	Newport, Mon., & Gibraltar—Spezia.	Coal	In lat. 39°52' N., long. 5°32' E. ...	24th Oct.
437	Dipton	2471	3811	U.K.	Stl. Sc.	New York—Havre	General ...	In the Atlantic	5th Nov.

Appendix O: Awards for Courage and Humanity for crew members of City of Calcutta

HUMANE SOCIETY AWARDS.

—♦—

At the monthly meeting of the Liverpool Shipwreck and Humane Society, held in the Underwriters' Rooms, yesterday, Mr. Francis C. Danson presiding, the following awards were made for courage and humanity in saving life:—An illuminated certificate of thanks to Captain Henry V. Rigby, steamship City of Calcutta; also silver medal and certificate of thanks to Archibald Beveridge, second officer, and bronze medal and certificate to each of the lifeboat's crew for gallantly rescuing forty-two of the survivors of the steamship Burutu, sunk by collision on the night of October 3. Silver medal and certifi-

Appendix P: Judgement in Action for Damages, May 1919

LOST "BURUTU."

JUDGMENT IN ACTION FOR DAMAGES.

The sinking of the Elder Dempster liner "Burutu" in the Irish Sea in October last, with the loss of nearly 150 lives, came before Mr. Justice Hill in the Admiralty Court in a damage action brought by the owners of the steamship "City of Calcutta," of Glasgow, against the owners of the "Burutu"; the defendants counter-claimed.

The "Burutu," from Sierra Leone to Liverpool, carried over 100 passengers and nearly 100 crew, and in the dark of what was said to be an unusually dark night, two unlighted convoys met. A witness whom the collision knocked overboard said the "Burutu" went down in ten minutes, head first, with the stern out of the water. Another said that as he swam he saw no lights except the sparks from the "Burutu's" horizontal funnels.

His lordship, giving judgment, said this was a most unhappy collision, unhappy by reason of its loss of life and of the ship, but it was due to the exigencies of war, which necessitated travelling in convoy without lights. The collision was inevitable. No blame could be imputed where all were compelled under such conditions to navigate without lights, and witnesses and counsel were agreed, and the Court and Elder Brethren were of the same view, that the collision was due to the darkness of the night and the enforced absence of navigating lights.

The claim and counter-claim would both be dismissed, and there would be no order as to costs.