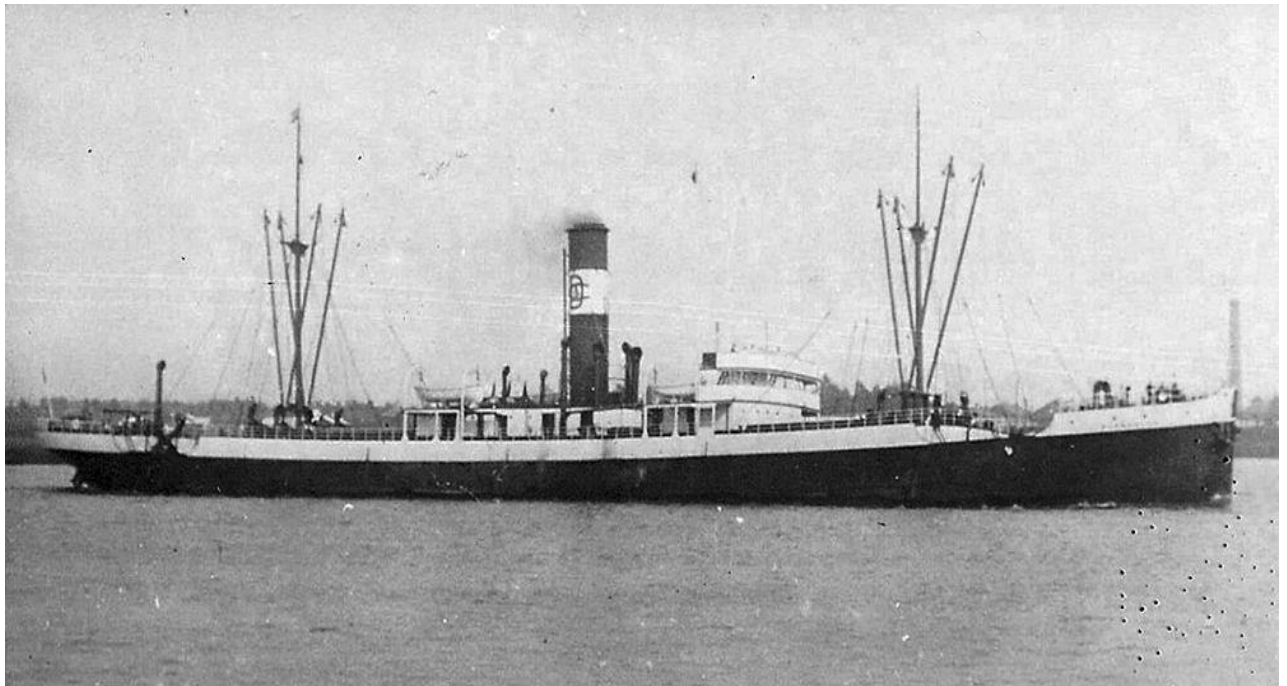


**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the grounding of:  
SS Emmy**



**Steam Cargo Ship built by Cleveland Dockyard (1912)**

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

Report Title:

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

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**November 2020**

Report Ref:

***Leave blank***

## **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 and grounding of the SS Emmy off Barmouth in Feb 1940, (MADU Ref. 435).

The SS Emmy was a cargo steamship built in Middlesbrough and commissioned in 1914. She was originally built as the SS Wolverton, renamed Tsiropinas in 1923 and renamed SS Emmy in 1937. During WW1 she sailed predominately to the Mediterranean and Black Sea. Between WW1 and WW2 she sailed between the UK and North/South America, Mediterranean and Northern Europe. In WW2 she was used on numerous North Atlantic Conveys. On her first return convoy trip she went aground off Barmouth and was refloated 2 days later. She continued to run the North American Convoy routes until she sank in May 1942 in Morien Bay, Cape Breton Island, Canada.

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

## 2.0 Index

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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

## 2.6 Appendices

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### **3.0 Introduction**

SS Emmy was picked as:

- it covered a period of sea history from pre WW1 to WW2
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- as 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?
- What was the story leading up to the sinking?
- What caused the sinking?
- What happened after the sinking? Has anyone previously investigated or researched the vessel back story?
- 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
435	05/02/1940	Emmy	Caernarfonshire	St Tudwals, Causeway?	grounded / re-floated after 2-days	Steamship	stl

In Feb 1940, while returning on a North Atlantic Convoy, the SS Emmy ran aground on Sarn Badrig, off Barmouth, North Cardigan Bay (see Fig 1). After 2 days the SS Emmy was successfully refloated. The SS Emmy continued to run the North Atlantic Convoys until she sunk in May 1942 in Morien Bay, Cape Breton Island, Canada

**Fig 1: Location of Sarn Badrig, North Cardigan Bay**



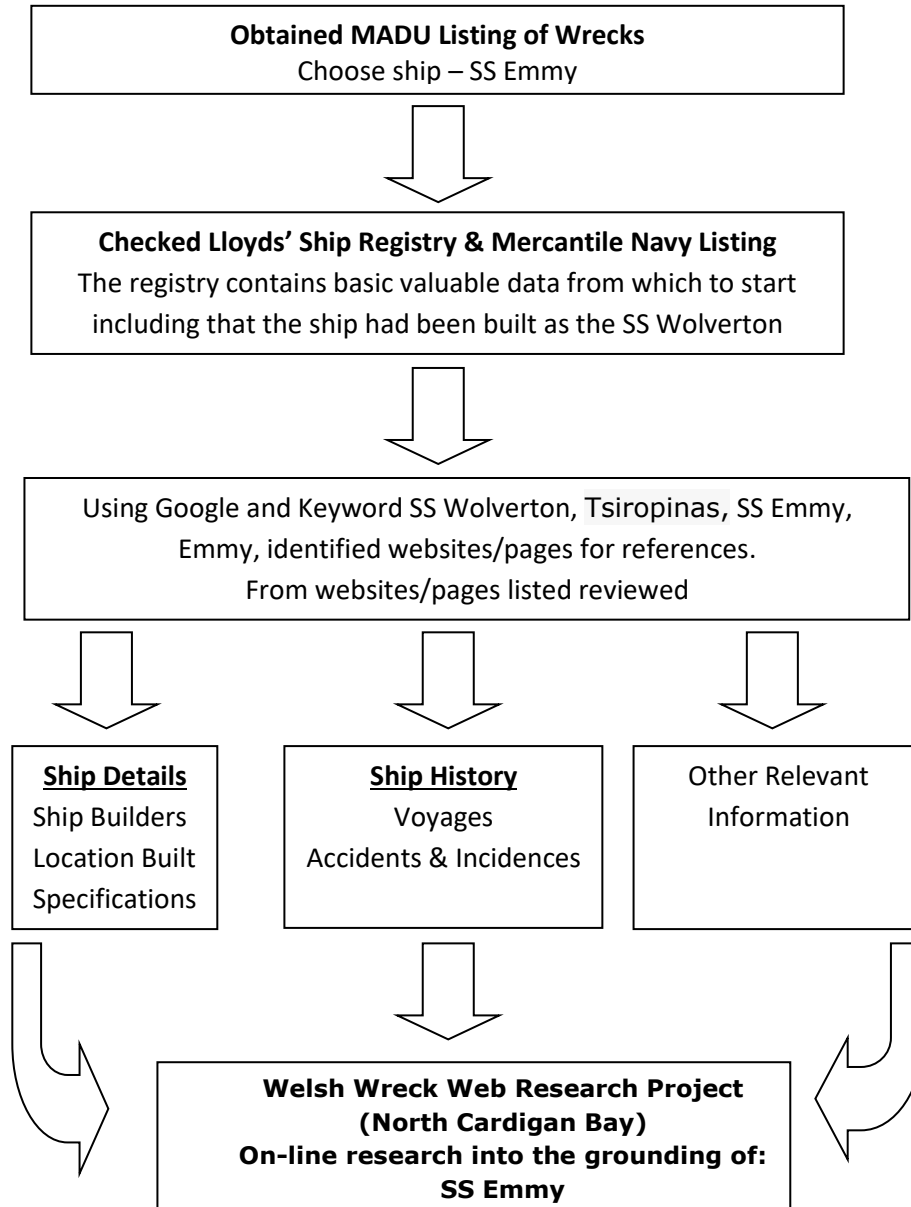
## 5.0 Research Methodology

### Computer System

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

Search engines used: Google Chrome

### Methodology



**This report has been written using the ship name as it was at that time**

**See Section 9 for list of websites viewed**

## 6.0 Results

**Table 2: SS Wolverton (renamed Tsiropinas 1923, renamed SS Emmy 1937)  
Specification and History**

Vessel	Name/s	Wolverton		
	Type	Steamship		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: 27/01/1913		
		Delivered: 01/1914		
		Cost: N/A		
	Builder	Sir Raylton Dixon & Co., Middlesbrough		
		Cleveland Dockyard, Yard# 584		
Construction	Materials	Steel		
	Decks	N/A		
	Bulkheads	N/A		
Propulsion	Type	Engine, Steam		
	Details	1 x screw		
Engine	Details	T3cyl		
		Size: 25, 40, 67 x 45in		
		HP: 332		
		Manufacturer: George Clark Ltd		
	Boilers	N/A		
Drive	Type	Propeller		
	Number	1		
Dimensions	Length	360ft	4 ins	m
	Beam	52ft	3 ins	m
	Draught	23.9ft	6 ins	m
Tonnage	Gross	3868		
	Net	2445		
Owner	First	Denaby & Cadeby Main Collieries Ltd., Hull		
	Second	E. P. Martin (H. A. Brightman & Co.), Newcastle, 1915		
	Third	Wolverton Shipping Co. Ltd. (Regier Shipping Co. Ltd.), Newcastle, 1921		
	Fourth	C. A. Tsiropinas, Syros, Greece, 1923		
	Last	A. Vergottis, Argostoli, Greece, 1937		
Registry	Port	Hull, England		
	Flag	GBR		
	Number	136172		
	Code	J.D.S.N		
History	Routes	N. Europe, Mediterranean, North America, South America		
	Cargo	Coal, Iron Ore, Sugar, General		
Grounding	From	New York		
	To	Liverpool (Convoy HK.17)		
	Date	5/02/1934		
	Location	North Cardigan Bay. No exact location is recorded but estimated to be east of Bardsey Island and South of St Tudwall		
	Cause	Drifted into shallow waters of Sarn Badrig		
	Loss of life	0		
	Outcome	Refloated after 2 days		
Wrecked	Date	25/04/1942		
	Location	Morien Bay, Cape Breton Island, Canada		
	Outcome	Partly salvaged, wrecked		

## 7.0 Analysis

- The SS Wolverton was built at the Cleveland Dockyard by Sir Raylton Dixon & Co., Middlesbrough (see Appendix A). She was renamed the Tsiropinas in 1923 (see Appendix B) and the SS Emmy in 1937 (see Appendix C).
- Official #: 136172. Code: J.D.S.N.
- From newspaper articles, SS Wolverton appears to have predominately sailed between South Wales ports and Port Said, Egypt probably carrying coal during WW1. During this period, ships after discharging their cargoes would sail into the Black Sea to pick up grain from Russia to bring back to Britain.
- On Mar 16<sup>th</sup> 1915, SS Wolverton while sailing from Port Said to Novorossisk in the Black Sea was mined 5-6 miles off Cape Fontana, Odessa. Damaged, the SS Wolverton was towed in to Odessa the same day with the loss of one life. Voyage details must be in doubt as since 29 October 1914, the Dardanelles through to the Black Sea had been closed to Allied shipping; she was probably trapped in the Black Sea.
- In Aug 1918, SS Wolverton was captured by German forces in the Black Sea and abandoned. In Nov 1918, the SS Wolverton was recovered by her owners.
- In 1923, SS Wolverton was renamed the Tsiropinas and registered in Greece. From newspaper articles the Tsiropinas sailed between the U.K to North America, South America (Brazil & Argentina), Scandinavia and the Mediterranean.
- In Aug 1924 in Venice, the Tsiropinas broke from her moorings during a storm and collided with the French steamer P.L.M 16. Part of her cargo of coal was discharged along the quay. Both ships sustained damage.
- On March 26<sup>th</sup> 1934, the Tsiropinas collided with a Greek steamer Doris at 7:30pm near Breaksea Point, Glamorganshire while bound from Barry to Buenos Aires with a cargo of coal. After calling for assistance the Bristol Pilot cutter Queen Mother with Captain Ernest Cooper and pilots Christopher Case, Sidney Thayer, E.H. Canby reached and boarded the Tsiropinas to find her crew in lifebelts. Although a tug and the Barry Lifeboat were on the scene the Tsiropinas proceeded without aid and beached in Whitmore Bay at 10.00pm. Due to the worries of the pilots of the ship sinking with its cargo of coal valued at £5991, the Tsiropinas was beached further up into the bay. From the shore it was observed that she had extensive damage to hold #3, the stern and her afterdeck was almost awash and this was at low water. At the time of the collision the seas was calm and there was a full moon. The Tsiropinas undertook repairs at the Barry Graving Dock Company. The Doris suffered flooding and extensive damage.
- At an inquest carried out after the accident a salvage award was made to the 3 pilots who by their actions had saved £12000 which was the cost of the ship and cargo by beaching the Tsiropinas. Had the tug that was on the scene got hold of the ship the cost would have been much higher.
- In 1937, Tsiropinas was renamed the SS Emmy and registered in Greece.
- From 1939, SS Emmy was involved in shipping duties around UK ports and on North Atlantic Convoys (see Appendix E).
- On Jan 22<sup>nd</sup> 1940, SS Emmy left Halifax, Nova Scotia bound for Liverpool in convoy HK.17 with general cargo.
- On Feb 5<sup>th</sup> 1940, SS Emmy ran aground on Sarn Badrig south of Barmouth, North Cardigan Bay. At 9.30pm a message was received from the coastguard that a Greek steamer had stranded in a position thought to be south of Bardsey Island. Half an hour

later a second message reported flares in the direction of St. Patrick's Causeway (Sarn Badrig).

- A southerly wind was blowing with a moderate sea and visibility was bad. At 11.15pm the motor life-boat Lawrence Ardern, Stockport, was launched and found the SS Emmy, with a general cargo hard and fast on the stony bottom. The second coxswain of the life-boat went on board, and the master, expecting the steamer to refloat at high water, asked that the life-boat should stand by until then. However SS Emmy did not get clear at high water. The life-boat went alongside, and eight of the steamer's crew, including the 2nd officer, were taken ashore by the life-boat, which reached her station at 9.45am next morning.
- On Feb 6<sup>th</sup> at 4.30pm, the 2nd officer asked the life-boat to put him and three of the crew back on the steamer. Owing to bad visibility it was not thought advisable to do this until daybreak.
- On Feb 7<sup>th</sup> at 6.30am the life-boat was launched, taking with her also an officer from the Liverpool & Glasgow Salvage Association. After she had put them on board the SS Emmy, the life-boat stood by while the Admiralty tug Superman tried to pull the steamer off, but again without success. At 11am. the life-boat was signalled alongside the SS Emmy, and she took the salvage officer to the tug for a conference with the master and soundings were taken round the steamer. The lifeboat returned to Barmouth.
- At 3.30pm, the life-boat again went to the steamer, taking out a representative of the London Salvage Association. A dense fog and strong wind with heavy rain made operations more difficult. At high water at 8pm, SS Emmy successfully refloatated herself and was anchored at St. Tudwall's Roads, off Abersoch with the lifeboat standing by all the time. Rewards to the lifeboat were: first launch, £26 10s. 6d; 2nd and 3rd launches, property salvage cases.
- SS Emmy underwent repairs (location unknown) after the grounding and returned to North Atlantic Convoy service in early July 1940 on Convoy OB.180.
- In May 1942, SS Emmy set sail in Convoy ON.94 bound for Halifax, Nova Scotia. On May 25<sup>th</sup> 1940, SS Emmy sank in Morien Bay, Cape Breton Island. Attempts were made to refloat her but failed. Most of the wreck was cut up by salvors although the propeller can still be seen underwater just offshore (see Appendix D).

## 8.0 Conclusions & Recommendations

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

I set out with the goal of researching the history of the SS Emmy with basic information provided. Reading the report here, I believe I have collated sufficient information on the history of the SS Emmy from when it was built to her wrecking in Morien Bay, Cape Breton Island.

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 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.

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 ship having three different names, the research was conducted along 3 lines for each ship name. It became quite apparent that the lack of information during certain time spans was due to searching with the wrong name.

The SS Emmy appears to have played an important role in the British shipping industry during WW1 with supply runs to and from the Mediterranean and Black Sea. During the period between WW1 and WW2 the SS Emmy regularly sailed between North and South America. Having survived the grounding off Barmouth she would later be sunk off Cape Breton Island while on convoy duty.

## 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: SS Wolverton, Tsiropinas, SS Emmy, Emmy

<http://www.convoyweb.org.uk/ports/index.html?arhome.htm~armain>

<https://www.crewlist.org.uk/data/viewimages?regtype=MNL&year=1915&name=WOLVERTON&steamsail=Steam&page=641>

<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://lifeboatmagazinearchive.rnli.org/volume/war-years/1940/the-ss-emmy?searchterm=Yacht+Gan&page=2452>

[http://www.teesbuiltships.co.uk/view.php?year\\_built=1914&builder=&a1Order=Sorter\\_year\\_built&a1Dir=DESC&ref=167214&vessel=WOLVERTON](http://www.teesbuiltships.co.uk/view.php?year_built=1914&builder=&a1Order=Sorter_year_built&a1Dir=DESC&ref=167214&vessel=WOLVERTON)

<https://wrecksite.eu/wreck.aspx?10327>

### 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.

### 9.3 Publications

Wreck and Rescue on the Coast of Wales – The Lifeboats of Cardigan Bay and Anglesey – Henry Parry

Shipwrecks of North Wales – Revised and Updated 4<sup>th</sup> Edition – Ivor Wynne Jones

Appendices:

Appendix A: Mercantile Navy List 1915, SS Wolverton

Official No.	Name of Ship.	International Code Signal (if any).	Port and Year of Registry.	Where Built.	When Built.	Whether Iron, Wood, Steel, or Composite.	Dimensions.			Registered Tonnage.		Horse Power of Engines and description of Propeller.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
116452	<i>Wolverine</i>	..	Vancouver, B.C., 1903	Vancouver, B.C.	1903	Wood	29 3	8 4	3 5	5	8	1 Sc.	Ray C. Wynne, Vancouver, B.C.
112295	<i>Wolverine</i>	..	Winnipeg, Man., 1903	Selkirk, Man.	1903	Wood	126 0	24 5	7 6	189	278	32 Sc.	The Imperial Fish Co., Lim., Selkirk, Manitoba.
136172	Wolverton	J.D.S.N	Hull, 1914	Middlesbrough	1914	Steel	360 4	52 3	23 9	2445	3668	331 Sc.	Deuaby & Cadeby Main Collieries, Lim., 29, Great St. Helen's, City, London. <i>Henry J. Tremellen, same address.</i>

Appendix B: Lloyd's Registry 1930, SS Tsiropinas

TSI-TSU LLOYD'S REGISTER. NAVIRES A VAPEUR ET A MOTEURS. 1930-31

Numero d'Ordre	Nom du Navire. Matériaux, Grément, etc.	Tonnage Omém.	Détails de la Classification.				7* Date de la dernière visite au port de radice.	Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			12 Port d'Armement.	14 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP—Forces en chevaux d'après les formules de la Société. MIP—Forces en chevaux d'après les règles du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Ordonn. par Cille. Franco-bord en milles du navire. Tirant d'eau correspondant.
			Total.	Cote.	Port de Visite.	Terminé par le Service de l'Enregistrement.		Quand.	Par qui.		Longueur.	Largeur.	Creux.			
87127	Tsiropinas (ex Wolverton) JFGC Elec.light Wireless	SteelSc 3895 3887 2474	100A1	Bly	2	OL	1914	Sir Raylton Dixon & Co Ltd Middlesbro' Lloyd's	G.A.Tsiropinas	360'4"   52'3"   23'9" P22'B221'F46'	Syra Greek FR 7BHCem	120'4" E 8' B 39' f 155'   1015t DT f 2	T.80Cy.25"40" & 67"-45" (s) 180lb 332NH 3SB.9pf.gs174.Hs6182 G.Clark.Ld.Sunderland	26 m 5 3 - 84 23 - 0		

Appendix C: Lloyd's Registry 1937, SS Emmy

EME-EMO LLOYD'S REGISTER, NAVIRES A VAPEUR ET A MOTEURS.

1937-38

Table with columns: 1 Numero d'Ordre, 2 Nom du Navire, 3 Matériaux, Grément, etc, 4 Tonnage, 5 Détails de la Classification, 6 Cote, 7 Surveillances, 8 Construct., 9 Armateurs, 10 Dimensions d'après la Douane, 11 Port, 12 Machines, 13 No. & Dia. des Cylindres, 14 Grandeur Quille. Rows include ships like Emergency Aid, Emidio, Emile Baudot, etc.

## Appendix D: Lloyd's Register Returns of Ship Totally Lost, Condemned, etc (1<sup>st</sup> April to 30<sup>th</sup> June 1942)

### LLOYD'S REGISTER OF SHIPPING.

#### RETURNS OF SHIPS TOTALLY LOST, BROKEN UP, &c.

1st APRIL to 30th JUNE, 1942.

##### (g.) Wrecked.

(Under this heading are included ships lost through stranding, or striking rocks, sunken wrecks, &c.)

No. in Reg. Book 1941-42.	Ship's Name, and Year of Build.	Tons (Gross)	Country.	Description.	Voyage.	Cargo.	Circumstances and place.	Date.
36410 (Supp.)	Empire Story ... '42	7037	G.B.I.	s.s.	St. John, N.B.— Table Bay & Bombay	General ...	Stranded on North West Ledge, Brier Island; refloated and sank in tow in lat. 44 35 30N., long. 66 19 30W. on 4th May.	3rd May
29000	Murrayfield ... '08	576	G.B.I.	s.s.	Lerwick—Tyne ...	Ballast ...	Stranded and subsequently sank S.E. of Mousa, Shetlands.	7th Apl.
32450	Sonja Mærsk ... '21	1909	G.B.I.	s.s.	Swansea—Halifax	Coal ...	Stranded and subsequently sank near Ketch Harbour, entrance to Halifax Harbour.	5th June
04879	Antone C. Santos '18	133	Dom.	W.Aux. m.s.	... ..	...	On Miquelon Island	17th Apl.
17402 (Supp.)	Nanuktut... ... '41	178	Dom.	W.m.s.	Caibarien—	...	At Cayo Confites, near Nuevitas, Cuba.	22nd June
12600	R. B. Bennett ... '30	144	Dom.	W.Aux. m.s.	Fishing ... ..	...	On Scatari Island, off Cape Breton.	5th May
21861	Coldbrook ... '19	5104	Amr.	s.s.	... ..	...	On Middleton Island, Gulf of Alaska.	3rd June
32679	Stephen R. Jones ... '15	4387	Amr.	s.s.	... ..	Coal ...	Struck rocks, capsized and sank in Cape Cod Canal.	28th June
21494	Chiloé ... ... '09	1941	Chl.	s.s.	Buenos Aires— Valparaiso	...	On Puchoco Point, Chile ...	29th Apl.
26087	Joao Pessóá ... '22	3023	Ger.	s.s.	Bilbao—	...	Struck rock 2 miles from San Sebastian and sank.	7th June
19274	Anna Mazaraki '13	5411	Grk.	s.s.	Swansea— Montreal	...	On Sable Island ... ..	24th May
23131	Emmy ... ... '14	3895	Grk.	s.s.	London— Sydney, N.S.	Ballast ...	In Morien Bay, Cape Breton Island.	25th May
27880	Magnhild... ... '03	1383	Nor.	s.s.	Providence, R.I.— Argentina, Nfl.	General ...	On Virginia Rocks, near Argentina, Nfl.	7th May

## Appendix E: Listing of SS Emmy Sailings 1939-1942

### Legend

Black Font  
Green Font  
Red Font  
Blue Font  
Purple Font

Sailings between UK Coastal Ports  
North Atlantic Convoy Sailings  
Sailings between North American Ports  
Sailings UK – Europe & North Africa  
Sailings between European, North Africa Ports

### 1939

Convey Name  
Independent  
Convoy OA.33  
Independent  
Independent

#### Voyages & Dates

Oct 11: Port Talbot – Fowey Oct 12  
Nov 11: Fowey – Dispersed Nov 15  
Nov 15: Dispersed – Philadelphia Dec 3  
Dec 27: Philadelphia – Hampton Roads Dec 28

### 1940

Convey Name  
Independent  
Independent  
Convoy HK.17  
Independent  
Convoy OB.180  
Independent  
Independent  
Convoy SC.1  
Independent  
Convoy OB.223  
Independent  
Independent  
Independent  
Independent

#### Voyages & Dates

Jan 3: Hampton Roads – New York Jan 5  
Jan 13: New York – Halifax, Nova Scotia Jan 18  
Jan 22: Halifax, Nova Scotia – Grounded Feb 5 off Barmouth  
????: Barmouth – Liverpool Feb 21  
Jul 7: Liverpool – Dispersed Jul 10  
Jul 10: Dispersed – St Johns, Newfoundland Jul 23  
Aug 9: St Johns, Newfoundland – Sydney, Nova Scotia Aug 12  
Aug 15: Sydney, Nova Scotia – Clyde Aug 29  
Sep 5: Clyde – Liverpool Sep 6  
Oct 3: Liverpool – Dispersed 58.30N 25W on Oct 8  
Oct 8: Dispersed – Wabana, Newfoundland Oct 23  
Oct 23: Wabana, Newfoundland – St Johns Newfoundland Oct 23  
Nov 10: St Johns Newfoundland – Sydney, Nova Scotia Nov 28  
Dec 28: Sydney, Nova Scotia – St Johns Newfoundland Dec 31

### 1941

Convey Name  
Independent  
Convoy SC.20  
Convoy SC.24  
Independent  
Independent  
OG.62  
Independent  
SL.80  
WN.161  
FS.560  
EC.63  
Independent  
Independent  
Independent  
SC.49  
WN.198  
WN.200  
FS.641  
FN.561  
EN.12  
Independent  
Independent

#### Voyages & Dates

Jan 7: St Johns Newfoundland – Halifax, Nova Scotia Jan 9  
Jan 22: Halifax, Nova Scotia – Halifax, Nova Scotia Feb 2 (returned)  
Feb 28: Halifax, Nova Scotia – Swansea Mar 22  
Apr 8: Swansea – Barry Apr 9  
May 12: Barry – Milford Haven May 13  
May 14: Milford Haven – Gibraltar May 29  
May 29: Gibraltar – Freetown, Sierra Leone Jun 5  
Jul 3: Sierra Leone – Oban Jul 28  
Aug 2: Oban – Methil Aug 5  
Aug 5: Methil – Middlesbrough Aug 6  
Aug 22: Middlesbrough – Loch Ewe Aug 25  
Aug 26: Loch Ewe – Montreal, Canada Sep 17  
Sep 30: Montreal, Canada – Quebec, Canada Oct 1  
Oct 6: Quebec, Canada – Sydney, Nova Scotia Oct 10  
Oct 11: Sydney, Nova Scotia – Loch Ewe Oct 26  
Oct 27: Loch Ewe – Scapa Flow Oct 29  
Nov 6: Scapa Flow – Methil Nov 5  
Nov 7: Methil – Middlesbrough Nov 8  
Nov 25: Middlesbrough – Methil Nov 26  
Nov 26: Methil – Loch Ewe Nov 28  
Nov 29: Loch Ewe – Bay Bulls, Newfoundland Dec 18  
Dec 21: Bay Bulls, Newfoundland – St Johns, Newfoundland Dec 22

**1942****Convey Name****Voyages & Dates**

<b>Escorted</b>	<b>Feb 3: St Johns, Newfoundland – Halifax, Nova Scotia Feb 6</b>
<b>Independent</b>	<b>Feb 11: Halifax, Nova Scotia - St Johns, Newfoundland Feb 12</b>
<b>Independent</b>	<b>Mar 11: St Johns, Newfoundland – Halifax, Nova Scotia Mar 12</b>
<b>SC.75</b>	<b>Mar 18: Halifax, Nova Scotia – Returned Mar 20</b>
<b>SC.77</b>	<b>Mar 30: Halifax, Nova Scotia – Loch Ewe Apr 16</b>
<b>WN.271</b>	<b>Apr 17: Loch Ewe - Methil Apr 19</b>
<b>FS.782</b>	<b>Apr 20: Methil – Southend Apr 22</b>
<b>FN.697</b>	<b>May 2: Southend – Tyne May 4</b>
<b>FN.700</b>	<b>May 6: Tyne – Methil May 7</b>
<b>EN.82</b>	<b>May 9: Methil – Loch Ewe May 11</b>
<b>ON.94</b>	<b>May 11 Loch Ewe – Sunk Morien Bay, Cape Breton Island May 25</b>