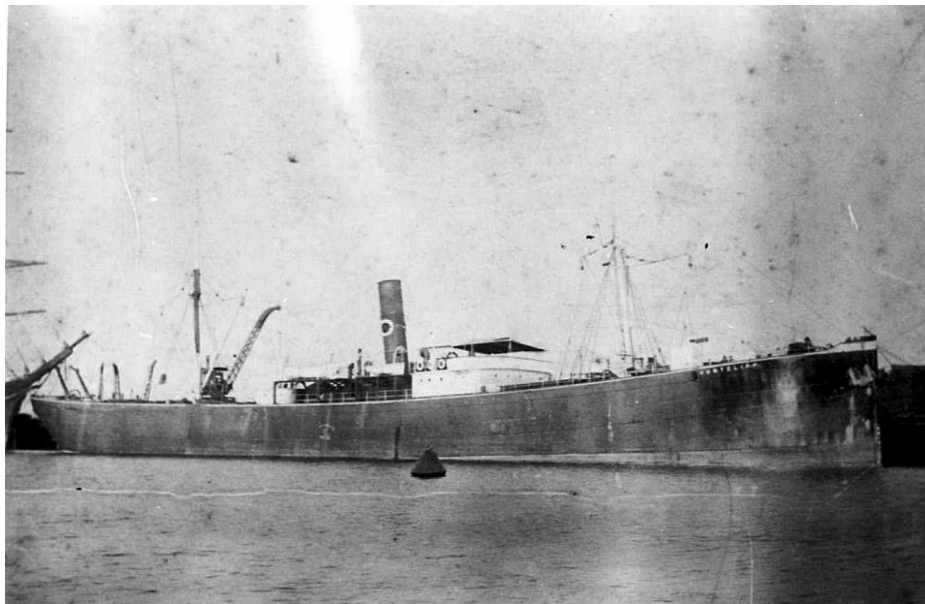


**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the Sinking of:  
SS Kirkby (Steamship)**



**1891 Cargo Ship Built by Roper & Sons**

**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 Kirkby (Steamship)***

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Date:

**February 2021**

Report Ref:

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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 Kirkby built at Stockton on Tees Teeside in 1891.

In December 1895, the crew of the SS Kirkby was involved in the rescue of the crew from a German barque off the east coast of the United States. For their gallantry efforts the crew received a number of gallantry awards.

On August 17 1915, the SS Kirkby sailing from Barry Wales to Manchester with a cargo of coal was stopped by the German U-boat U-38 approximately 23 miles WSW of Bardsey Island. The crew abandoned the SS Kirkby which was then torpedoed and sunk by the U-38.

A wreck, believed to be the SS Kirkby, was examined by HMS Beagle in November 1980 and again in July 1981.

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

## 2.6 Appendices

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### **3.0 Introduction**

The steamship SS Kirkby 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

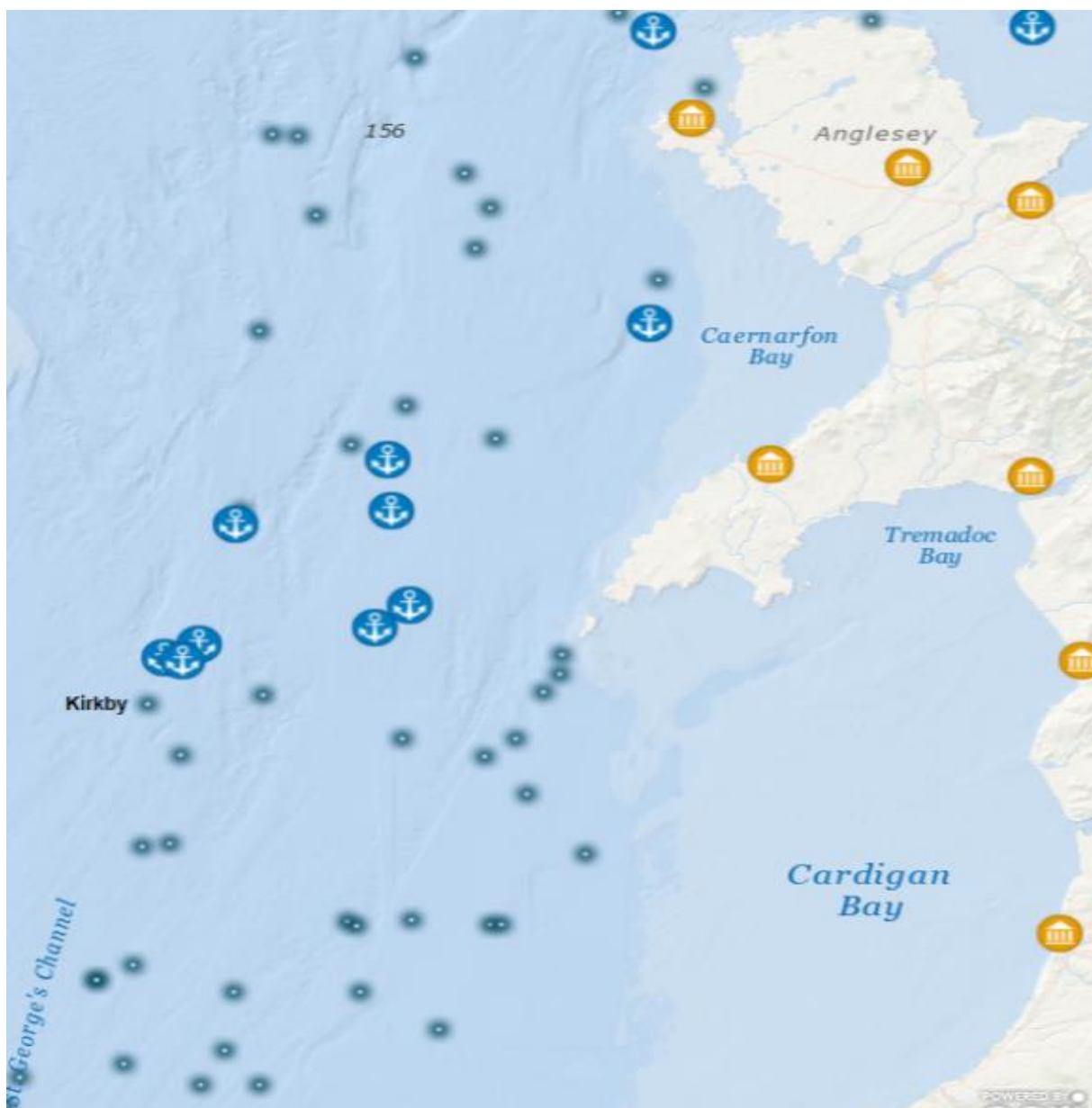
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

**Table 1: Extract from MADU Master Wrecksite Database**

Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Mats	Ref.
17/08/1915	Kirkby	Off Bardsey Island	23mi, WSW	Captured and sunk by U-38	Stm	stl	RHIW / COF

On August 17 1915, the SS Kirkby sailing from Barry Wales to Manchester with a cargo of coal was stopped by the German U-boat U-38 approximately 23 miles WSW of Bardsey Island. The crew abandoned the SS Kirkby which was then torpedoed and sunk by the U-38.

**Fig 1: Reported Location of the Sinking of the SS Kirkby**



## 5.0 Research Methodology

### Computer System

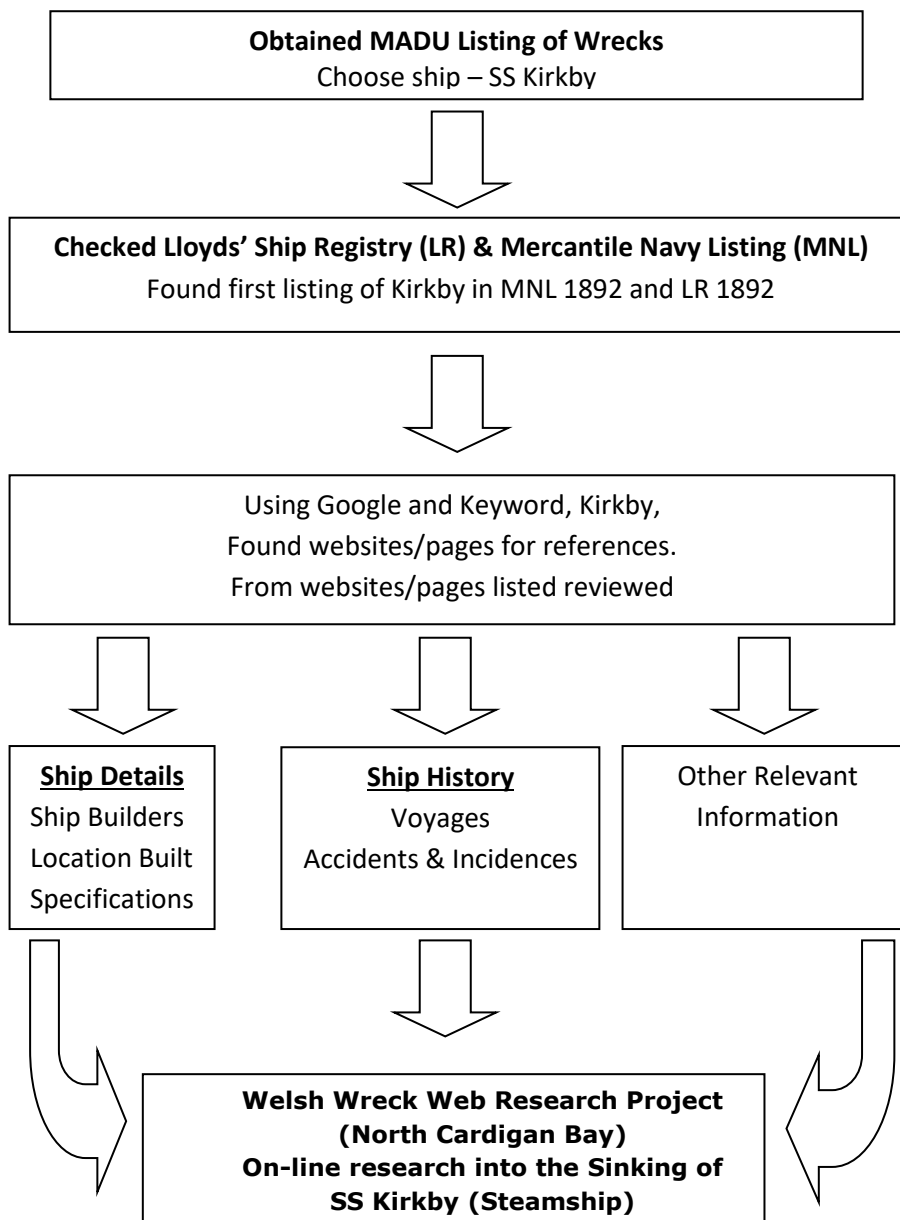
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

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 Kirkby (Steamship) Specification and History**

Vessel	Name/s	SS Kirkby		
	Type	Steamship		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: 08/07/1891		
		Delivered: 08/1891		
		Cost: N/A		
	Builder	Ropner and Sons Ltd Stockton on Tees; Yard #: 262		
Construction	Materials	Steel		
	Decks	1		
	Bulkheads	5		
	Others	p/deck 33ft, q/deck 98ft, a/deck 184ft		
Propulsion	Type	Steam		
	Details	Single screw		
Engine	Details	T3cyl. Engine S/N. 1101		
		23, 38, 62.5 x 42in		
		H.P: 256 nhp		
		Blair & Co. Ltd.		
	Boilers	2		
Drive	Type	Propeller		
	Number	1		
Dimensions	Length	315 ft	0 ins	m
	Beam	40ft	5 ins	m
	Draught	20 ft	2 ins	m
Tonnage	Gross	3034 grt		
	Net	1976 nrt		
Owner	First	R. Ropner & Co., West Hartlepool		
Registry	Port	West Hartlepool		
	Flag	GBR		
	Number	98517		
	Code	M.G.P.H		
History	Routes	U.K, Europe, Baltic, Mediterranean, Black Sea, East Coast North America, Gulf of Mexico, South Africa, Brazil, South and S.E Asia		
	Cargo	General		
Final Voyage	From	Barry, Wales		
	To	Manchester		
	Captain	A. R. Spenoe		
	Crew	24		
	Passengers	0		
	Cargo	Coal		
	Date	17/08/1915		
	Location	23 miles WSW of Bardsey Island		
	Cause	Captured by U-38 and scuttled		
	Loss of life	0		
Outcome	Sunk. A wreck, believed to be the SS KIRKBY, was examined by HMS BEAGLE in November 1980 and again in July 1981.			

## 7.0 Analysis

- The steamship SS Kirkby was built at Stockton on Tees in 1891 by Ropner and Sons Ltd (Appendix A), for R. Ropner & Co., West Hartlepool (Appendix B, C, D).
- the SS Kirkby conducted trade between the U.K, Europe, Baltic, Mediterranean, Black Sea, East Coast North America, Gulf of Mexico, South Africa, Brazil, South and S.E Asia.
- Aug 19 1893, the SS Kirkby was struck by H.M Forth near Plymouth. The damage was so severe the SS Kirkby was luck not to sink (Appendix E, F).
- Dec 15 1895, the crew of the SS Kirkby were involved in the rescue of the crew of a German Barque off the East Coast of the U.S.A (Appendix I). For their bravery they received a number of gallantry awards including one from the German government (Appendix J, K).
- On Aug 17 1915, the SS Kirkby was stopped by the German U-boat U-38. (Appendix O) The crew abandoned and the SS Kirkby was sunk by torpedoes (Appendix P, Q).
- A wreck, believed to be the SS KIRKBY, was examined by HMS BEAGLE in November 1980 and again in July 1981. The wreck is reported to lie broken up and collapsed, lying with its keel orientated approximately east-west (reports vary from 045/290 degrees to 115/295 degrees).

From newspaper the SS Kirkby was recorded:

### 1891

Aug 15: Arrived in the Tyne from the Tees.  
 Sep 16: Arrived Odessa from Genoa.  
 Oct 14: Arrived Rotterdam from Odessa.  
 Oct 01: dep Malta.  
 Oct 07: dep Gibraltar.  
 Oct 25-27: Sailed Rotterdam for Cardiff.  
 Nov 02-Dec 04: Sailed Cardiff for Colombo.  
 Nov 14: dep Port Said.

### 1892

Jan 18: Passed Aden.  
 Feb 12-18: Sailed Barcelona for Cartagena Spain.  
 Mar 11: Sailed Cardiff for Calcutta.  
 Jun 03-Jul 06: Sailed Calcutta for Hamburg.  
 Jun 17: Passed Port Said.  
 Jun 21: dep Malta.  
 Jul 05: grounded in the Eibe and refloated.  
 Jul 17-21 Sailed Hamburg for Cardiff.  
 Jul 27-Sep 05: Sailed Barry Wales for Singapore.  
 Aug 11: arr Port Said.  
 Sep 13-21: Sailed Singapore for Chittagong.  
 Oct 12-Nov 22: Sailed Chittagong for Dundee, cargo jute.  
 Nov 03: arr Port Said.  
 Nov 13/14: arr/dep Gibraltar.  
 Dec 01-05: Sailed Dundee for Barry Wales.  
 Dec 11-Jan 14 1893: Sailed Barry Wales for Bombay.  
 Dec 27: arr Port Said.

### 1893

Jan 23-Feb 07: Sailed Bombay for Rangoon.  
 Feb 19-Apr 07: Sailed Rangoon for Flensburg Germany.  
 Mar 14: arr Suez.  
 Mar 21: arr Malta.  
 Apr 01: arr Portland, pick up coal and sailed for Flensburg Germany.

Apr 05: passed east of Hirtshals Denmark.  
 Apr 22-25: Sailed Flensburg Germany for Shields.  
 Apr 30-May 12: Sailed Newcastle for Genoa.  
 May 20-22: Sailed Genoa for Cartagena Spain.  
 May 27-Jun 16: Sailed Cartagena Spain for Philadelphia PA.  
 Jun 22-27: Passed out Delaware Breakwater for Beaufort SC via Coosaw SC.  
 Jul 17-Aug 04: Sailed Philadelphia PA for Plymouth Devon.  
 Aug 12: SS Kirkby sailing for Rotherham was rammed by the cruiser Forth off The Start, Devonport. The Forth towed SS Kirkby to Plymouth.  
 Aug 14: A naval court of inquiry was held on board the Forth on the collision.  
 Aug 19: The SS Kirkby was taken into G.W.R dry docks in Plymouth for repairs after offloading her cargo at Cattewater. Damage to the SS Kirkby included a 25ft gash. On the bottom of the hull and just above the bilges a hole about 6ft square thought to be where the Forth first stuck the SS Kirkby. The engines which had been submerged for almost a week were little damaged but the boiler room was a wreck. The port boiler had been forced forward off its bearings by 18in and the starboard boiler was leaking badly.

The Forth penetrated the SS Kirkby to the extent of 22 ft and it is difficult to understand how the SS Kirkby did not sink An engineer and stoker somehow escaped the damage. (Appendix E, F).

Sep 26-Oct 23: Sailed Newcastle for Savannah GA  
 Nov 09-28: Sailed Savannah GA for Liverpool.  
 Nov 13: at 37N 71W passed a burning schooner apparently been set on fire, foremast standing, staystill in tatters.  
 Dec 18: Arrived Barry Wales from Liverpool.  
 Dec 24: Sailed Barry Wales for Colombo.

**1894**

Jan 04-Jan 29: Passed Malta for Colombo.  
 Jan 08: arr Port Said.  
 Jan 28: arr Galle Sri Lanka.  
 Feb 22-Apr 10: Sailed Rangoon for Bremerhaven.  
 Feb 24: SS Kirkby ashore at Bassein Krishna Lightship Burma but came off unassisted and proceeded to Diamond Island Burma  
 Mar 26: arr/dep Malta.  
 Apr 07: arr Portland for coal and sailed for Bremerhaven.  
 Mar 26: Roper & Sons file for compensation from the Navy (Appendix G).  
 Apr 21: Sailed Bremerhaven for Newcastle.  
 May 12: Sailed Newcastle for Madras.  
 May 29: arr Port Said.  
 May 24: Compensation between Navy and Roper & Sons (Appendix H).  
 Jul 03: Arrived Bassein Burma  
 Jul 26-Sep 04: Sailed Bassein Burma for Zaandam Netherlands, 4200 tons of rice.  
 Aug 16: arr/dep Suez/Port Said.  
 Aug 22: arr/dep Malta.  
 Sep 17: Arrived West Hartlepool from Zaandam Netherlands.  
 Sep 18-Oct 03: Sailed West Hartlepool for Savannah GA.  
 Nov 04-25: Sailed Savannah GA for Bremerhaven.  
 Dec 03-07: Sailed Bremerhaven for Cardiff.  
 Dec 15-Jan 18 1895: Sailed Cardiff for Cape Town.

**1895**

Feb 06: Sailed Cape Town for Akyab Burma.  
 Mar 22: Sailed Akyab Burma.  
 May 09: Passed Constantinople for Nicolaev Ukraine.  
 May 16: Arrived Odessa Ukraine from Fiume Croatia.

May 21-Jun 08: Sailed Odessa Ukraine for Rotterdam.  
 Jun 22: Sailed Tyne for Barcelona.  
 Jul 11: Sailed Barcelona.  
 Aug 05: Arrived Newport Wales for Rotterdam.  
 Sep 03-11: Sailed Leghorn Italy for Poti Georgia.  
 Oct 02-Nov 06: Sailed Poti Georgia for Philadelphia PA.  
 Nov 10: Sailed Philadelphia PA for Wilmington NC.  
 Dec 10: Sailed Wilmington NC for Bremerhaven Germany.  
 Dec 15-Jan 05 1896: At 7am sighted the German barque Bremerhaven in distress and sinking quickly.

At 8am a lifeboat with 6 men was launched and a line was attached from the Bremerhaven to the lifeboat by a crewman from the Bremerhaven jumping overboard with the rope. Two further crewmen were saved before the line broke and the lifeboat returned to the SS Kirkby.

At noon the lifeboat with launched with 5 men. Again a crew member of the Bremerhaven jumped overboard with a rope and the remaining crew of the Bremerhaven transferred to the lifeboat. In all 15 men were saved. Shortly after the last crew member was rescued the Bremerhaven sank.

Attempts to save the Bremerhaven prior to sinking had lasted 3 full days.

The SS Kirkby proceeded to St Michael MD for provisions and coal. 8 crew members of the Bremerhaven were taken aboard as crew on an English ship bound for Java. The remaining crew stayed on the SS Kirkby which continued its voyage to Bremerhaven. After discharging at Bremerhaven the SS Kirkby sailed for Barry Wales Dock.

### 1896

Jan 05: Arrived Bremerhaven from Wilmington NC.  
 Jan 11-15: Sailed Bremerhaven for Cardiff.  
 Jan 18-Feb 21: Sailed Barry Wales for Colombo.  
 Feb 02: arr Port Said.  
 Mar 19-May 02: Sailed Bassein Burma for Bremerhaven.  
 Mar 25: arr Colombo.  
 Apr 11/13: arr/dep Suez/Port Said.  
 May 16-20: Sailed Bremerhaven for Barry Wales.  
 May 22: Presentations for Gallantry at Sea were awarded to the crew of the SS Kirkby in Cardiff.  
 May 23-Jul 26: Sailed Barry Wales for Surabaya Java via Djibouti.  
 Jun 08: arr Port Said.  
 Aug 18-Oct 27: Sailed Java for New York.  
 Sep 20/21: arr/dep Suez/Port Said.  
 Oct 25/27: arr/dep Delaware.  
 Dec 06: Sailed Savannah GA for Bremerhaven.

### 1897

Jan 06-10: Sailed Bremerhaven for Cardiff.  
 Jan 14: Presentation of watches from German Government to the captain, first and second mates for saving crew of German barque Bremerhaven.  
 Jan 19-Feb 24: Sailed Cardiff for Colombo.  
 Feb 03: arr/dep Port Said.

Mar 03-10: Sailed Colombo for Moulmein Burma.  
 Mar 31-May 16: Sailed Moulmein Burma for Antwerp.  
 Apr 25/26: arr/dep Suez/Port Said.  
 May 25-28: Sailed Antwerp for Cardiff.  
 May 31-Jun 11: Sailed Barry Wales for Leghorn Italy.  
 Jun 20-Jul 10: Sailed Leghorn Italy for St John NB.  
 Jun 24: arr/dep Gibraltar.  
 Jul 28-Aug 14: Sailed St John NB for Dublin.  
 Aug 25: Sailed Dublin for Barry Wales.  
 Aug 28-Sep 16: Sailed Barry Wales for Baltimore MD.  
 Sep 22-Oct 10: Sailed Baltimore MD for Havre France.  
 Oct 21-22: Sailed Havre France for Barry Wales.  
 Oct 23-Nov 14: Sailed Barry Wales for Wilmington NC.  
 Dec 02-19: Sailed Wilmington NC for Bremerhaven.  
 Dec 24: Sailed Bremerhaven for Barry Wales via Falmouth for coal.

**1898**

Jan 01-02: Sailed Falmouth Cornwall for Barry Wales.  
 Jan 13: Sailed Barry Wales for Colombo.  
 Jan 29: arr Port Said.  
 Feb 06/13: arr/dep Aden.  
 Mar 09-Apr 23: Sailed Bassein Burma for Bremerhaven.  
 Apr 02: arr Suez.  
 Apr 13: arr/dep Gibraltar.  
 Apr 30-May 22: Sailed Bremerhaven for Philadelphia PA via Hamburg.  
 May 26-Jun 15: Sailed Philadelphia PA for Rotterdam.  
 Jun 23: Sailed Rotterdam for Baltimore MD.  
 Jul 15-Aug 06: Sailed Baltimore MD for Copenhagen.  
 Aug 20: Sailed Copenhagen for West Hartlepool.  
 Aug 28- Sep 17: Sailed West Hartlepool for New York.  
 Aug 29: passed Dunnet Head Northern Scotland.  
 Sep 27: Sailed New York for Avonmouth Bristol.  
 Oct 23: Damaged after collision between Collier and Morning Star in Avonmouth dock.  
 Sailed Avonmouth Bristol for Barry Wales.  
 Oct 25-Nov 12: Sailed Barry Wales for Philadelphia PA via New York.  
 Nov 17-Dec 09: Sailed Philadelphia PA for Antwerp.  
 Dec 07: arr Portland Dorset for coal.  
 Dec 18: Sailed Antwerp for Cardiff.

**1899**

Jan 06-18: Sailed Barry Wales for Spezia Italy.  
 Jan 27-Mar 02: Sailed Spezia Italy for Rangoon.  
 Feb 06: dep Suez.  
 Mar 01: Sale of 1/64 share in SS Kirkby by auction (Appendix L).  
 Mar 10-Apr 24: Sailed Rangoon for Constantinople.  
 Mar 29: arr/dep Aden.  
 Apr 07: dep Suez.  
 Apr 14: dep Alexandria.  
 Apr 24: arr Constantinople.  
 Apr 25-May 02: Sail Constantinople for Taganrog Russia.  
 May 05-Jun 08: Sailed Taganrog Russia for Ijmuiden Netherlands.  
 Jun 15-19: Sailed Amsterdam for Cardiff.  
 Jun 19: collided with Norwegian barque Amundsen near Royal Sovereign Light. Proceeded to Cardiff.  
 Jun 27-Jul 05: Sailed Cardiff for Las Palmas Canary Islands.  
 Jul 29: Arrived Philadelphia PA from Las Palmas Canary Islands.  
 Aug 02-23: Sailed Philadelphia PA for Copenhagen.

Sep 02: Sailed Copenhagen for Sunderland.  
 Sep 13: Sailed Sunderland for Marseille.  
 Oct 04: Sailed Marseilles for Savannah GA.  
 Nov 13: Sailed Savannah GA for Bremerhaven.  
 Dec 10-14: Sailed Bremerhaven for Barry Wales.

**1900**

Jan 01-09/10-19: Sailed Barry Wales - St Michael's Azores - Cardiff.  
 Feb 09: Arrived Savannah GA from Barry Wales.  
 Mar 01-24: Sailed Savannah GA for Bremerhaven.  
 Mar 31: Sailed Bremerhaven for Hull.  
 Apr 08-May 19: Sailed Hull for Natal South Africa.  
 May 01: arr Table Bay.  
 Jun 04-Jun 28: Sailed Natal South Africa for Batavia Java.  
 Jun 29-Jul 01: Sailed Batavia Java for Surabaya Java.  
 Jul 28: Sailed Surabaya Java for Probolinggo Java.  
 Jul 31-Oct 19: Sailed Probolinggo Java for Boston MA.  
 Aug 07/08: arr/dep Padang Sumatra.  
 Sep 08/10: arr/dep Suez/Port Said.  
 Sep 22: dep Gibraltar after picking up coal.  
 Nov 02-21: Sailed Boston MA for London.  
 Nov 30-Dec 04: Sailed London for Cardiff.  
 Dec 20: Sailed Barry Wales for Colombo.

**1901**

Jan 08: Passed Suez for Colombo.  
 Feb 06-13: Sailed Colombo for Rangoon.  
 May 22: Arrived Hamburg from Colombo.  
 Mar 27/29: arr/dep Suez/Port Said.  
 Apr 08/11: arr/dep Jaffa Israel.  
 Apr 11/12: arr/dep Beirut Lebanon.  
 Apr 13: arr Tripoli Lebanon.  
 Apr 20/30: arr/dep Odessa Ukraine.  
 May 13: arr Gibraltar.  
 Jun 04-08: Sailed Hamburg for Cardiff.  
 Jun 21-29: Sailed Cardiff for Madeira.  
 Jul 09-25: Sailed Madeira for Philadelphia PA.  
 Aug 03-23: Sailed Philadelphia PA for Havre France.  
 Aug 31: Arrived Barry Wales from Havre France.  
 Sep 12-Oct 08: Sailed Barry Wales for Nicolaev Ukraine.  
 Sep 28: dep Malta.  
 Oct 12-Nov 06: Sailed Nicolaev Ukraine for Antwerp.  
 Oct 13/15: arr/dep Odessa Ukraine.  
 Nov 15-18: Sailed Antwerp for Cardiff.  
 Nov 25-Dec 01: Sailed Cardiff for Madeira.  
 Dec 18: Sailed Madeira for Odessa Ukraine.

**1902**

Mar 05: Sailed Copenhagen.  
 Aug 22: Arrived at Garrucha.

**1903**

Aug 07: Sailed Shields for Palermo Italy.  
 Sep 01-10: Sailed Palermo Italy for Nicolaev Ukraine.  
 Sep 17-Oct 14: Sailed Nicolaev Ukraine for Bremerhaven.  
 Sep 22: dep Theodosia Ukraine.  
 Oct 04: arr/dep Gibraltar.  
 Oct 25: Arrived Emden Germany from Bremerhaven.

Oct 30: Sailed Emden Germany for Shields.  
 Nov 07-19: Sailed Shields for Marseilles.  
 Nov 27-Dec 21: Sailed Marseilles for Rotterdam via Pomaron Portugal.  
 Dec 30-Jan 02 1904: Sailed Rotterdam for Cardiff.

**1904:**

Jan 06-20: Sailed Barry Wales for Savona Italy.  
 Jan 11 at 40.37N 9.18W passed wreckage including a lifeboat with the name Cygnet, London. The Cygnet had been reported missing.  
 Jan 26-Feb 08: Sailed Savona Italy for Nicolaev Ukraine.  
 Feb 12-Mar 13: Sailed Nicolaev Ukraine for Larvik Norway.  
 Mar 03: arr Gibraltar.  
 Mar 10: arr Portland for coal.  
 Mar 24: Arrived Copenhagen.  
 Mar 31-Apr 01: Arrived Shields from Copenhagen.  
 Apr 06-May 20: Sailed Newcastle for Cape Town.  
 Apr 08/13 arr/dep Leith.  
 Jun 30-Aug 08: Sailed Karachi for Dunkirk.  
 Jul 19-21: arr/dep Suez/Port Said.  
 Aug 14-16: Sailed Dunkirk for Barry Wales.  
 Aug 28-Sep 25: Sailed Cardiff for Cape Town.  
 Oct 09: Sailed Cape Town for Karachi.  
 Nov 05-Dec 13: Sailed Karachi for Hamburg.  
 Nov 19-20: arr/dep Suez/Port Said.  
 Dec 03: arr/dep Gibraltar.  
 Dec 23-27: Sailed Hamburg for Cardiff.

**1905**

Jan 03-Feb 06: Sailed Barry Wales for Cape Town.  
 Feb 02: 28 21S 13 28E passed a large round top or can buoy which appeared to have been in the water a long-time.  
 Mar 10: Sailed Colombo for Bassein Burma.  
 Mar 31: Sailed Bassein Burma.  
 Apr 25-26: arr/dep Suez/Port Said.  
 May 12-17: Sailed Fiume Croatia for Laurium Greece via Athens.  
 May 23-Jun 09: Sailed Laurium Greece for Antwerp.  
 May 25: arr/dep Malta.  
 May 28: swamped by huge seas resulting in losing the #1 hold tarpaulin and water entering the hold.  
 Jun 22: Arrived Shields from Antwerp.  
 Jun 27-Jul 10: Sailed Shields for Savona Italy.  
 Jul 19-Aug 24: Sailed Savona Italy for Baltimore MD.  
 Aug 02: dep Garrucha Spain.  
 Aug 30-Sep 06: Sailed Baltimore MD for Port Tampa FL.  
 Sep 19-Oct 25: Sailed Port Tampa FL for Stettin Poland.  
 Oct 09: 43.21N 35W, passed French schooner Hironnelle steering east with loss of fore topmast.  
 Oct 22: dep Holtenau Germany (Baltic Canal).  
 Oct 30-Nov 03: Sailed Stettin Poland for Shields.  
 Nov 10-14: Sailed Shields for Cardiff.  
 Nov 16-24: Sailed Barry Wales for Las Palmas Canary Islands.  
 Dec 19: Arrived Baltimore MD from Las Palmas Canary Islands.  
 Dec 23: Sailed Baltimore MD for Stettin Poland.

**1906**

Jan 06-Jan 23: Put into Fayal Azores from Baltimore MD for Stettin Poland with chocked pumps.  
 Jan 16/17: arr/dep Dartmouth Devon.

Jan 21: passed Holtenau (Baltic Canal).  
 Feb 06: Arrived Shields from Stettin Poland.  
 Feb 14-Mar 05: Sailed Newcastle for Alexandria.  
 Mar 18: Sailed Alexandria for Gemlik Turkey.  
 Mar 27-May 15: Sailed Genichesk Ukraine for New York.  
 Apr 06: dep Macri Turkey.  
 Apr 21: dep St Michael's Azores.  
 Jun 02-Jul 03: Sailed Tampa FL for Stettin Poland.  
 Jul 06-10: Sailed Stettin Poland for Shields.  
 Jul 23-Aug 03: Sailed Shields for Barcelona.  
 Aug 16-Sep 08: Sailed Barcelona for Port Tampa FL.  
 Sep 16-Oct 15: Sailed Port Tampa FL for Stettin Poland.  
 Oct 14: passed Holtenau Germany (Baltic Canal).  
 Oct 22-31: Sailed Stettin Poland for Greenock.  
 Nov 08-Dec 06: Sailed Greenock for Rio de Janeiro.  
 Nov 17: passed Madeira  
 Dec 21-Jan 14 1907: Sailed Rio de Janeiro for New Orleans LA.

**1907**

Feb 02-Mar 14: Sailed New Orleans LA for Aarhus Denmark with cargo of cotton.  
 Feb 03-09: ran aground near the mouth of the Mississippi. Refloated with minor damage and proceeded.  
 Mar 21: Sailed Aarhus Denmark for Esbjerg Denmark with remaining cargo.  
 Mar 27: Sailed Esbjerg Denmark for Shields.  
 Apr 14: Sailed Shields for Savona Italy.  
 Apr 30- May 03: Sailed Savona Italy for Thessaloniki Greece.  
 May 10-13: Sailed Thessaloniki Greece for Sulina Romania.  
 Jun 05-Jun 26: Sailed Sulina Romania for Antwerp.  
 Jul 06-07: Sailed Antwerp for Shields.  
 Jul 12: Sailed Shields for Salerno Italy.  
 Jul 25: arr Castellamare Sicily.  
 Aug 11-19: Sailed Salerno Italy for Mariupol Ukraine.  
 Aug 30-Sep 29: Sailed Mariupol Ukraine for Rotterdam.  
 Sep 01: arr Yenikale Turkey.  
 Sep 08: dep Kerch Ukraine.  
 Oct 24-25: Sailed Rotterdam for Shields.  
 Nov 16-Nov 27: Sailed Shields for Palermo Italy.  
 Dec 11-Jan 09 1908: Sailed Palermo Italy for Port Tampa FL.

**1908**

Jan 19-Feb 20: Sailed Port Tampa FL for Stettin Poland.  
 Feb 16: dep Dartmouth Devon.  
 Feb 29-Mar 03: Sailed Stettin Poland for Shields.  
 Mar 12-Mar 24: Sailed Shields for Leghorn Italy.  
 Mar 30-Apr 06: Sailed Leghorn Italy for Huelva Spain.  
 Apr 28-May 24: Sailed Huelva Spain for Gulfport MS.  
 Jun 06: Arrive Mobile AL from Gulfport MS.  
 Jun 20-Jul 17: Sailed Mobile AL for Hamburg.  
 Jul 29-Aug 05: Sailed Hamburg for Glasgow via Amsterdam.  
 Aug 17-Sep 16: Sailed Glasgow for Rio de Janeiro.  
 Sep 30-Oct 23: Sailed Rio de Janeiro for Port Tampa FL.  
 Oct 31-Dec 15: Sailed Port Tampa FL for Stettin Poland with cargo of phosphate.  
 Nov 24: at 57N 21W about 400 miles WSW of the Butt of Lewis the SS Kirkby suffered severe damage after being hit by a roué wave. Several crew members were also injured.  
 Dec 01: arr at Stornoway for repairs (Appendix M).  
 Dec 08: dep Stornoway for Stettin Poland after temporary repairs.  
 Dec 22-28: Sailed Stettin Poland for Shield.

**1909**

Jan 10-31: Sailed Shields for Alexandria.  
 Feb 14-Mar 22: Sailed Constantinople for Brake Germany via Theodosia Greece.  
 Mar 12: arr/dep Gibraltar.  
 Mar 27-29: Sailed Brake Germany for Shields.  
 Apr 02-15: Sailed Shields for Savona Italy.  
 May 06-15: Sailed Savona Italy for Nicolaev Ukraine.  
 May 27-Jun 16: Sailed Nicolaev Ukraine for Rouen France.  
 Jun 23-26: Sailed Rouen France for Sunderland.  
 Jul 02-09: Sailed Sunderland for Lisbon.  
 Jul 16-Aug 29: Sailed Lisbon for Port Inglis FL in ballast.  
 Jul 22: suffered broken tail shaft and attempted to repair.  
 Aug 1: spotted the British steamer Belgian which towed SS Kirkby.  
 Aug 06: arr Fayal Portugal in tow.  
 Aug 13: dep Fayal after repairs.  
 Sep 09-Oct 13: Sailed Port Inglis FL for Stettin Poland with cargo of phosphates.  
 Oct 13: grounded in the Danzig Poland. Successfully refloated.  
 Oct 25-29: Sailed Stettin Poland for Shields.  
 Nov 04-22: Sailed Newcastle for Ancona Italy.  
 Dec 04-10: Sailed Ancona Italy for Sulina Romania.  
 Dec 07: arr Syracuse Sicily.  
 Dec 09: £2000 awarded for salvage services by the Belgian (Appendix N).  
 Dec 17-Jan 06 1910: Sailed Sulina Romania for Antwerp.  
 Dec 23: dep Malta.

**1910**

Jan 16-21: Sailed Antwerp for Newport Wales.  
 Jan 26-Feb 08: Sailed Newport Wales for Naples.  
 Feb 14-23: Sailed Naples for Nicolaev Ukraine.  
 Mar 03-26: Sailed Nicolaev Ukraine for Manchester.  
 Apr 03-04: Sailed Manchester for Swansea.  
 Apr 12-May 12: Sailed Swansea for Rio de Janeiro.  
 Jun 01-Jul 03: Sailed Rio de Janeiro for Barry Wales.  
 Jun 23: arr/dep Las Palmas Canary Islands.  
 Jul 12-28: Sailed Barry Wales for Venice.  
 Aug 09-16: Sailed Venice for Sulina Romania.  
 Sep 01-22: Sailed Sulina Romania for Antwerp.  
 Oct 02: Sailed Antwerp for Newcastle.  
 Oct 04-23: Sailed Shields for Mariupol Ukraine.  
 Nov 07-Dec 04: Sailed Mariupol Ukraine for Manchester.  
 Nov 23: arr Gibraltar.  
 Nov 24: aground and refloated at Gibraltar.  
 Dec 16: Sailed Manchester for Cardiff.  
 Dec 25: Sailed Cardiff for Alexandria.

**1911**

Jan 26-Feb 17: Sailed Alexandria for Bremerhaven.  
 Feb 25-Mar 03: Sailed Bremerhaven for Barry Wales.  
 Mar 17-Apr 07: Sailed Barry Wales for Alexandria.  
 Apr 11-17: Sailed Alexandria for Varna Bulgaria.  
 Apr 23: Passed Constantinople for Antwerp.  
 May 18: Sailed Antwerp for Tyne.  
 May 26-Jun 08: Sailed Tyne for Salerno Italy.  
 Jun 24: Arrived Huelva Spain.  
 Aug 03: Arrived Philadelphia PA.  
 Aug 24: Sailed Baltimore MD for Tampa FL.  
 Sep 23-Oct 27: Sailed Tampa FL for Helsingborg Sweden.  
 Nov 02-12: Sailed Helsingborg Sweden for Tyne.

Dec 15-Jan 14 1912: Sailed Tyne for Alexandria.

### 1912

Jan 26-Feb 19: Depart Alexandria for Bremerhaven.  
 Feb 25-27: Sailed Bremerhaven for Newcastle.  
 Mar 18: Sailed Newcastle for Burntisland Scotland.  
 Mar 23-April 12: Sailed Burntisland Scotland for Port Said.  
 Apr 27: Arrived Tenedos Turkey.  
 May 04: Arrived at Volos Greece.  
 May 17-Jun 18: Sailed Volos Greece for Philadelphia PA.  
 Jul 23: Passed Sandy Key FL for Vela Cruz Mexico.  
 Sep 11-19: Sailed Santiago (Cuba) for Philadelphia PA.  
 Oct 24: Sailed Santiago (Cuba) for Philadelphia PA.  
 Nov 03-29: Sailed Philadelphia PA for Havre France.  
 Dec 14-16: Sailed Havre France for Hartlepool.

### 1913

Jan 01-17: Sailed Hartlepool for Leghorn Italy.  
 Feb 04-26: Sailed Pomaron Portugal for Tyne.  
 Mar 14-31: Sailed Tyne for Savona Italy.  
 Apr 14-21: Sailed Savona Italy for Sulina Romania.  
 May 04-24: Passed Constantinople for Antwerp.  
 Jun 01-02: Sailed Antwerp for Tyne.  
 Jun 07-22: Sailed Tyne for Naples.  
 Jun 29-Jul 02: Sailed Naples for Mazarron Spain.  
 Jul 14-24: Sailed Mazarron Spain for Rotterdam.  
 Jul 27-28: Sailed Rotterdam for Tyne.  
 Aug 16: Arrived at Genoa.  
 Aug 23-Sep 01: Sailed Genoa for Nicolaev Ukraine.  
 Sep 14-Oct 05: Sailed Nicolaev Ukraine for Glasgow.  
 Oct 18-Nov 01: Sailed Glasgow for Savona Italy.  
 Nov 19: Arrived Huelva Spain from Savona Italy.  
 Dec 02-Dec 10: Sailed Huelva Spain for Reime Sweden.

### 1914

Jan 07: Arrived Civita Vecchia Italy.  
 Jan 23-26: Sailed Civita Vecchia Italy for Cartagena Spain.  
 Feb 20: Arrived Tyne.  
 Mar 05-18: Sailed Tyne for Savona Italy.  
 May 23: Sailed Cardiff for Naples.  
 Jun 14: Sailed Naples for Black Sea Ports.  
 Jun 18: passed Galata Turkey.  
 Jul 09: Passed Constantinople for Europe.  
 Jul 19: passed west Gibraltar.  
 Jul 26: passed Dartmouth.  
 Oct 05-07: Sailed Aalborg Denmark for Tyne.  
 Dec 26: Arrived Port Said from Newport Wales.

### 1915

Aug 17: SS Kirkby stopped by U-boat U38 and scuttled (Appendix M)  
 Aug 19: The steamer Consul Brett landed 24 of the crew of the SS Kirkby at Bristol

N.B: the above voyages and incidences recorded were taken from achieved British Newspapers predominately the daily Lloyd's Listing. From 1911 onwards the Lloyd's Listing is missing a number of years and reports have been taken from the Hartlepool Northern Daily Mail.

**Table 3: U-38 (U-boat) Specification and History**

Vessel	Name/s	U-38
	Type	U 31 submarine
Built	Date	Ordered: Jun 12 1912
		Laid Down: Feb 25 1913
		Launched: Sep 9 1914
		Delivered: Dec 15 1914
	Material	Steel
	Builder	Germaniawerft, Kiel. Yard #198
Owner	Imperial German Navy – Kaiserliche Marine	
Dimensions	Length	64.7 m
	Beam	6.32m
	Draught	3.56 m
Tonnage	Gross	685t (surface); 878t (submerged)
Propulsion	Type	2 x propeller shafts, 2 x 1.60 m (5 ft 3 in) propellers
Engine	Details	2 x 1,850 PS (1,361 kW; 1,825 shp) diesel engines 2 x 1,200 PS (883 kW; 1,184 shp) <u>Doppelmodyn</u>
	Speed	16.4 knts (surface); 9.7 knts (submerged)
	Range	8,790 nat miles at 8 knts surface; 80 nat miles at 5 knts submerged
	Depth	50m
Armaments		4 x 50 cm (20 in) torpedo tubes (2 each bow and stern) 6 torpedoes 1 x 8.8 cm (3.5 in) SK L/30 deck gun 1 x 10.5 cm (4.1 in) SK L/45 from 1916/17
Operations	Captains	Kptlt. Max Valentiner, Dec 05 1914 – Sep 15 1917 Kptlt. Wilhelm Canaris, Sep 16 1917 – Nov 15 1917 Oblt. Hans Heinrich Wurbach, Nov 16 1917 – Jan 18 1918 Kptlt. Clemens Wickel, Jan 19 1918 – Nov 11 1918
	Crew	4 officers, 31 enlisted
	Patrols	17
	Sinkings/ Damaged	138 merchant ships sunk 292,454 grt 8 merchant ships damaged 33,669 grt 3 merchant ships taken as prize 3550 grt 1 warship sunk 680 grt 1 warship damaged 10,850 grt
	Date	23/02/1919
	Location	France
	Cause	Surrendered to France
	Loss of life	0
	Outcome	Broken up at Brest July 1921

- 3<sup>rd</sup> most successful U-boat participating in WW1.
- Kptlt. Valentiner was listed after WW1 as a war criminal by the British authorities because of his very unorthodox methods of attack. This included the sinking of the passenger liners Ancona and Persia; both controversial since the ships were sunk by torpedoes without warning, in defiance of the then-current Prize rules, which stated that merchant vessels carrying passengers be given an opportunity to evacuate their passengers before being sunk.

## 8.0 Conclusions & Recommendations

The project took approximately 3 working days with 2 days spent on on-line research.

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

For the SS Kirkby a typical round trip from the U.K would be the Mediterranean, Black Sea, East Coast of USA, Europe and finally the U.K. Other long round trips noted were from the U.K, SE Asia, East Coast of USA, Europe and finally the U.K.

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 Kirkby

<https://coflein.gov.uk/en/site/274829/details/kirkby>

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

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=KIRKBY&SearchType=Exact&submit=search>

<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://www.peoplescollection.wales/items/468344>

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

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

<https://www.shipsnostalgia.com/threads/ropner-ships-lost-in-wwi-ii.4280/>

[http://www.teesbuiltships.co.uk/view.php?year\\_built=1891&builder=&ref=169619&vessel=KIRKBY](http://www.teesbuiltships.co.uk/view.php?year_built=1891&builder=&ref=169619&vessel=KIRKBY)

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

[https://uboat.net/wwi/ships\\_hit/6430.html](https://uboat.net/wwi/ships_hit/6430.html)

<https://uboat.net/wwi/types/?type=U+31>

<https://uboatproject.wales/>

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

[https://en.wikipedia.org/wiki/SM\\_U-38](https://en.wikipedia.org/wiki/SM_U-38)

<https://www.wrecksite.eu/wreck.aspx?30700>

### 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: Ropner and Sons Ltd Shipyard, Stockton on Tees**



**Appendix B: Appropriation Book 1891, SS Kirkby**

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing.	Port of Registry.	Date of Registry.
9850	1 Ottawa	1107	Steam	West Hartlepool	16 Jan. 91
	2 Heighington	1827	"	"	5 91
	3 Daybreak	1904	"	"	23 " "
	4 Sinclair	397	"	"	3 Feb. "
	5 Calcutta City	1855	"	"	6 91
	6 City of Worcester	1583	"	"	7 91
	7 Lincolnshire	1742	"	"	8 91
	8 Aymestry	1953	"	"	9 91
	9 Castleventry	1915	"	"	10 91
9851	0 Harold	1107	"	"	11 91
	1 Phyllis	1574	"	"	12 91
	2 Venus	1908	"	"	13 91
	3 Holmia	1143	"	"	14 91
	4 City of Gloucester	1540	"	"	15 91
	5 Hardanger	1570	"	"	16 91
	6 Huntcliff	2018	"	"	17 91
	7 Kirkby	1946	"	"	18 91

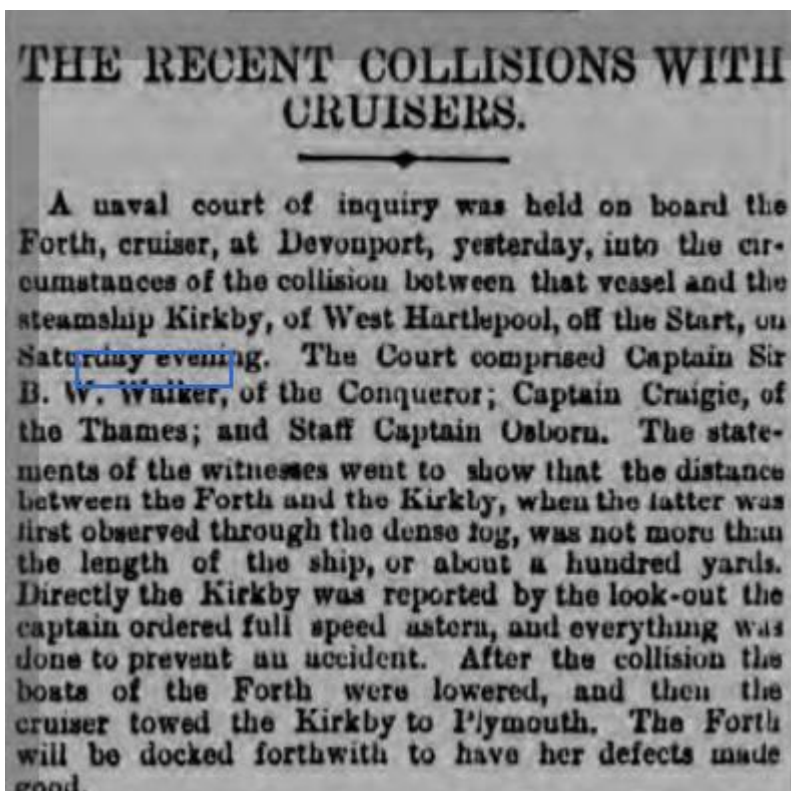
Appendix C: Mercantile Navy Listing 1892, SS Kirkby

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 Managing Owner. Italics signify Manager.
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
90354	Kingfisher	..	Pt. Burwell, Ont. 1888	Port Burwell, Ont.	1888	Wood	46 2	10 7	4 9	9	14	6 Sc.	William Y. Emery, Port Burwell, Ontario.
90359	Kingfisher	..	Sunderland, 1886	Sunderland	1886	Iron	103 0	19 5	10 2	39	139	67 Sc.	Thos. Willcock, Wholesale Fish Market, Minchstr. Richard S. Foley, Ballaarat, Victoria.
64400	Kingfisher	..	Sydney, N.S.W., 1889	Cornwallis Crook, N.S.W.	1872	Wood	61 2	15 4	4 0	2	23	8 Pa.	
52879	Kinghorn	H.J.V.T	Leith, 1865	Kinghorn, Fife	1865	Iron	215 5	27 3	15 1	374	671	130 Sc.	*Robert Somerville and Campbell Gibson, 64, Commercial St., Leith.
67351	Kingmoor	L.F.S.G	Newcastle, 1872	North Shields	1872	Iron	213 6	23 7	15 2	525	944	99 Sc.	*Edward Eccles, Exchange Bldgs., King St., Newcastle-on-Tyne.
18761	King's Bridge Packet.	S.N.R.C	Salcombe, 1879	Hayle	1879	Iron	102 0	19 5	9 0	46	111	36 Sc.	*William H. Frowse, Kingsbridge, Devon.
87029	King's Cross	W.H.B.P	London, 1882	Jarrow	1882	Iron	284 2	36 3	24 1	1407	2155	260 Sc.	*John A. Lee, Plymouth Ed., Fenarth, Glamor.
77334	King's Lynn	T.N.M.W	Lynn, 1880	Middlesbrough	1880	Iron	180 6	25 0	13 9	380	589	75 Sc.	*William F. Beaumont, Boston. [anshire.
86116	Kingscote	H.T.L.K	Newcastle, 1883	Sunderland	1883	Iron	220 2	32 1	15 5	620	1003	120 Sc.	*Edward Eccles, Exchange Buildings, King St., Newcastle-on-Tyne.
88743	Kingsdale	H.W.R.D	Newcastle, 1883	Sunderland	1883	Iron	292 1	38 3	27 3	1415	2224	180 Sc.	*Septimus Millburn, Newcastle-on-Tyne.
98126	Kingsland	L.S.T.W	London, 1890	West Hartlepool	1890	Steel	270 0	36 6	19 0	1296	2016	200 Sc.	Britain S. S. Co., Lim., Whittington Avenue, City, Lond. Edward H. Werts, same address.
83900	Kingsley	V.P.W.D	Newcastle, 1881	Shields, North	1881	Iron	181 2	30 2	13 6	419	679	90 Sc.	*Edward Eccles, Exchange Buildings, King St., Newcastle-on-Tyne.
89233	Kingsley	..	Sydney, N.S.W., 1884	Berry's Bay, N.S.W	1883	Wood	76 4	16 2	7 3	42	61	25 Sc.	The Hawkesbury Steam Navigation Co., Lim., Lower Portland, Hawkesbury River, N.S.W.
98122	Kingston	..	London, 1890	Brinscombe	1890	Steel	68 2	11 6	4 1	15	26	11 Sc.	*John H. Salkin, Oxford.
74684	Kingston	..	Melbourne, 1878	Yarra Bank	1878	Wood	55 5	13 2	5 8	12	34	14 Sc.	*John Benn, Melbourne.
94760	Kingsville	..	St. John, N.B., 1889	Rothsney, N.B.	1889	Wood	47 8	14 2	7 5	25	37	40 Sc.	Nathaniel C. Scott, St. John, N.B.
86746	Kingswear	H.F.W.B	London, 1892	Campbeltown	1883	Iron	155 0	25 1	10 8	202	356	70 Sc.	*James Alexander and Philip Vanderby, 1, 3 & 4, Great Winchester St., City London.
97979	Kingswell	M.J.E.K	Newcastle, 1891	Hylton	1891	Steel	290 0	38 1	20 1	1515	2355	180 Sc.	The "Kingswell" Steam Ship Co., Lim., Baltic Chambers, Newcastle-on-Tyne.
77800	Kinloch	R.Q.T.D	Campbeltown, 1878	Point House	1878	Iron	205 0	24 1	12 7	119	428	135 Sc.	James Kemp, same address.
96057	Kinloch	L.D.N.J	Glasgow, 1889	Dumbarton	1889	Steel	265 0	37 1	17 8	1177	1827	143 Sc.	The Campbeltown & Glasgow Steam Packet Joint Stock Co., Campbeltown.
52872	Kinloch	..	London, 1891	Point House	1865	Steel	216 0	36 2	8 6	334	585	260 Pa.	Charles A. Murray, Quayhead, Campbeltown.
76724	Kinsemo	W.T.S.V	Glasgow, 1876	Port Glasgow	1876	Iron	301 5	34 5	23 4	1137	1799	280 Sc.	*Fred. C. Gardner, 24, St. Vincent Pl., Glasgow. The Bank of Vera Cruz, Lim., 88, Kings' Pavement, City, London.
98923	Kintuck	M.D.N.G	London, 1891	Middlesbrough	1891	Steel	360 0	45 2	27 5	2312	3596	750 Sc.	George Wilson, same address.
62761	Kintyre	H.F.T.P	Campbeltown, 1882	Greenock	1868	Iron	184 7	22 9	11 5	94	314	99 Sc.	The British & African Steam Navigation Co., Lim., 175, West George St., Glasgow.
86298	Kirby Hall	H.B.G.V	Liverpool, 1883	Govan	1883	Iron	329 9	40 0	25 9	1689	2609	300 Sc.	Chas. Gibson, same address.
98517	Kirkby	M.G.P.H	Hartlepool, W., 1891	Stockton	1891	Steel	315 0	40 5	20 2	1976	3024	260 Sc.	The China Mutual Steam Navigation Co., Lim., 3, Billiter Avenue, City, London.
67834	Kirkbeaton	H.F.N.W	Goole, 1881	Blyth	1881	Iron	170 6	26 9	11 7	314	495	65 Sc.	John Potter, same address.
95100	Kirklands	K.V.D.J	Glasgow, 1888	Belfast	1888	Steel	271 2	37 1	23 4	1168	1801	136 Sc.	The Campbeltown & Glasgow Steam Packet Joint Stock Co., Campbeltown.
51497	Kirkless	H.C.R.F	Liverpool, 1870	Seacombe	1865	Iron	150 3	24 0	12 6	246	387	60 Sc.	Chas. A. Murray, Quayhead, Campbeltown. The Kirby S. S. Co., Lim., 30, Castle St., Liverpool. Arthur Alexander, 19, Tower Buildings North, Water St., Liverpool.

Appendix D: Lloyd's Register 1893, SS Kirkby

1892-93		LLOYD'S REGISTER. NAVIRES A VAPEUR.										KIN-KIT		
Nom du Navire. Matricule, Graines, etc.	Tonnage Général.	Détails de la Classification.			Construit.		Armateurs.	Dimensions d'après la Douane. Superstructures, &c.			Port d'Armement.	Machine.		Cours sur Quille.
		Cote.	Part de Vitesse.	Part de Manoeuvrabilité.	Quand.	Par qui.		Longueur.	Largeur.	Chevaux.		Nombre & Diam. des Cylindres.	Pression des Chaudières.	
198 Kinnekulle <i>P. Torneboen 89-89</i>	Iron Sc Sp 131	131			1875	Motala Co. Gothenburg	C. Kilgasper	100'7"	18'4"	8'2"	Gothenburg	2 Cy. 14" x 29" - 21"	45 HP	
199 Kinakawa Maru <i>Oki no Natsun</i>	Wood - Sr 126	126			1887	Sayama Yoshitaro Osaka	Yoshida Saburoye-mon	99'7"	14'3"	12'2"	Otaru	2 Cy.	28 HP	
200 Kinrio Maru <i>Ichikawa Teitoge</i>	Wood Sc Sr 531	531			1884	J. Hannah Hiogo	Osaka Shosen Kaisha	172'9"	22'6"	18'3"	Osaka	C. 2 Cy. 21" x 37" - 27"	60 HP	
201 Kinsemo <i>C. Bouchard 89-89</i>	Iron Sc Sr 1799	1799	A1*1 Liv	Lv	1876	Cunliffe & Dunlop Pt. Glasgow	British & African Steam Nav. Co. Limited	301'5"	34'5"	23'4"	Glasgow	C. 2 Cy. 40" x 71" - 36"	25 - 0	
202 Kintuck <i>C. Kemp</i>	Steel Sc Sr 3596	3596	100A1 Gls	w	1891	R. Dixon & Co. Middlesbrough	China Mutual Sim. Nav. Co. (Lim.)	360'0"	45'2"	27'5"	London	C. 3 Cy. 32" x 77" - 48"	30 - 3	
203 Kintyre <i>P. McFarlane 89-89</i>	Iron Sc Sr 314	314			1868	Robertson & Co. Greenock	Campbeltown & Glasgow S. Pkt. Joint Stock Co.	184'7"	22'9"	11'5"	Campbeltown	C. 2 Cy. 26" x 48" - 36"	117 - 131	
204 Kiorio Maru <i>K. Chiba</i>	Wood Sc Sr 225	225			1872	Poillon Brooklyn NY	Nippon Yusen Kaisha	152'1"	21'1"	9'5"	Tokio	1 Cy. 36" - 60"	30 HP	
205 Kirby Hall <i>Phillips 88-88</i>	Iron Sc Sr 2609	2609	100A1 Liv	u	1882	London & Glas. Co. Lim. Glasgow	Kirby S. S. Co. (Lim) R. Alexander & Co.	329'9"	40'0"	25'4"	Liverpool	C. 2 Cy. 36" x 70" - 48"	27 - 4	
206 Kirkby <i>F. Brown 80-91</i>	Steel Sc Sr 3034	3034	100A1 CH	f	1891	Ropner & Son Stockton	R. Ropner & Co.	315'0"	40'5"	26'2"	W. Hartlepool	C. 3 Cy. 23" x 38" x 62" - 42"	23 - 7	

## Appendix E: Report on Naval Inquest, Aug 15 1893



## Appendix F: Reported Damage to SS Kirkby, 1893

The Forth cruiser, Capt. C. F. G. Hicks, was docked at Keyham on Saturday morning. It was found that, owing to her collision with the Kirkby, the vessel had no fewer than half a dozen holes, each sufficiently large to admit a great quantity of water. It is probable that the ram, which is 24ft. in length, will have to be removed and renewed. The steamship Kirkby, Capt. Brown, was also docked on Saturday at Millbay. The damage to the Kirkby is considerably greater than was expected. Not only had she received a gash about 25ft. in length, but at the bottom of the vessel and just above her bilges there is an immense hole about 6ft. square, which is supposed to be the point at which the Forth's ram first struck her. The engines, which for the past week have been submerged, are but very little damaged, but the boiler-room is a perfect wreck. The port boiler, which weighs about 40 tons and at the time of the collision contained 30 tons of water, has been badly forced forward out of its bearings at least 18in., whilst the starboard boiler is leaking badly. The Forth penetrated the Kirkby to the extent of 22ft., and it is difficult to understand how the merchant ship was able to remain afloat after the collision. The escape of the engineer and stoker who happened to be on watch at the time of the accident is in itself marvellous, as with such a gap in the vessel's hull the water must have rushed in at a terrific rate.

**Appendix G: Report for Compensation Claim with H.M. Forth****THE FORTH COLLISION.**

It will be remembered that in August last, at the termination of the naval manœuvres, the Forth, cruiser, collided during a thick fog with the **steamship** Kirkby, off Start Point. An inquiry was held by Captains Sir Baldwin Walker, R. W. Craigie, and J. R. Osborn, into the cause of the collision, and it was understood the evidence shewed that the accident was unavoidable, and that notwithstanding the dense fog Captain Hicks, of the Forth, did all he could to avoid a collision. How the Admiralty acted in the matter never publicly transpired, but it was understood that they made adequate compensation to the owners of the Kirkby. Now, however, the case is to be revived by an action in the law courts. It appears that Messrs. Roopner and Co., the owners, claim compensation for expenses they incurred as a result of the collision, and that the Admiralty decline to admit this further claim. A preliminary inquiry is about to be held at Devonport, when the evidence of witnesses who attended the first inquiry will again be taken.

**Appendix H: Report on Agreement for Compensation Payment**

**THE FORTH COLLISION.**—Messrs. Roopner and Co., the owners of the **steamship** Kirkby, which was run down in the Channel during a thick fog in August last by the cruiser Forth, have, it is stated, arrived at an amicable settlement with the Admiralty on the question of compensation for the damage the Kirkby sustained.

# Appendix I: Rescue of Crew from German Barque, Dec 15 1895

**GERMAN BARQUE WATER-LOGGED.**  
**THREE DAYS AND THREE NIGHTS AT THE PUMPS.**  
**CREW OF 15 SAVED BY A CARDIFF FISHER.**  
**SPLENDID GALLANTRY OF WELSH HEADS.**  
**CARRYING THEIR LIVES IN THEIR HANDS.**

The *Kirkby*, belonging to Messrs. Rogers and Co., Cardiff and West Hartlepool, has been the scene of saving 15 lives in the North Atlantic. As the weather was temperate the 100-ton vessel was attended with the greatest risk, and for this reason the story of one of the latest rescues will deserve a prominent place in the long and honorable roll of deeds of gallantry done for humanity's sake by the British seaman. The *Kirkby* (Captain A. R. Spence, an Aberystwyth man) sailed for Liverpool, North Wales, on December 10th, bound for Birmingham. For her last great voyage was made under the rough weather, and she was still in the vicinity of the Arctics when, at 2 P.M. on Monday, December 12th, a barque was sighted flying signals of distress. She proved to be the German barque *Brunswick*, with a crew of 15, and she signalled that she was lost and wanted help. We will now let Joseph H. Clouston, the steward, tell his own story. Clouston, by the way, is a cousin of Mrs. Owen Clouston, the well-known vocalist. He is a steady, independent young fellow, and lives at Clifton, Cardiff.

"About 5 P.M.," said Clouston in case of our apprehensions, "or about an hour after we had sighted the *Brunswick*, during which time the *Kirkby* had been brought, as near as the compass bore us, to its safe position, to go, our lifeboat was launched in charge of Mr D. H. Davies, the chief mate, who is a Penarthshire man. He had with him Mr J. B. Smith, second mate; Carl Olsen, A. B.; Newton, foreman; Adams, A. B.; and Sanders, A. B. The boat was equipped with sails, and the crew were about 150 men. Every foot of the 100 or 120 yards which separated us from the *Brunswick* had to be carefully logged up the steamer, who were in frequent peril of having their boat swamped at any moment. At length they got sufficiently near to make use of the rope of the barque to form a connection, with a line attached to him, and went to the lifeboat. By means of this line communication was established between the rapidly sinking barque and those in the lifeboat. Also a line was run by the *Kirkby* when the line was long and by the lifeboat increased in length, some of the cables were in the *Brunswick* would venture to cast itself into the sea with another line. The lifeboat was pulled back to the steamer, and those who had to gallantly assist in this work of men, Mr Newton, foreman, was again called in, and about noon the lifeboat was again launched, this time being in charge of Mr J. B. Smith, second mate, who had with him Mr J. Clouston, foreman; A. B.; E. Newton, foreman, and Mr Adams, A. B. Smith, second mate."

"We had a heavy struggle," continued Clouston, "and a night passed, when he seemed to show at the same resolution of the terrible experience. The waves violently beat to him, and we were as near as possible swamped repeatedly. It was a heavy wind and a heavy sea, and we had to keep some distance from the barque if we did not wish to be struck by waves. At length a stream of the *Brunswick* came overboard with a line, and having pulled her up we had established another connection with the lifeboat. Then, one by one, we went away and we had her, and launched the sailing in the *Kirkby*. One of the last to be got off was an elderly German seaman, who was in a very weak state, and when he had been down once in our lifeboat he could not get up, so I managed to catch him by the hair as he was disappearing under the waves and drag him aboard. He was nearly a dead man, and it took us all our time to revive him."

"By this time in worse condition was the barque," asked the *Observer*.

"By the time the last man had been got off she was back up to her station of great water-spraying. All the sails had been carried away and her masts were swept away. The captain of the barque said if we had not come when we did all hands would have gone down. They had been on the ground three days and three nights, but despite these bitter conditions she was packed as usual, and when on the morning of the 15th the captain took soundings he found 20 feet of water in the hold. All hands had been driven far under on the top of the poop up, the forepart of the barque being under water. The vessel was in a terrible state, and great care was given down soon after we left her. After we had got the *Brunswick* crew on board the *Kirkby* we proceeded to Mr. Michael's for provisions, coal, and water. For two or three days the weather continued very rough, and these conditions continued. At Mr. Michael's was an English ship that wanted some to take up her crew, and eight of the crew of the *Brunswick* were engaged. She was bound from Liverpool to Cardiff, and carried away at St. Michael's. We brought on the ship, coal, provisions, and coal, and one white seaman, and two ordinary seamen of the name of *Brunswick*, whom they wanted by the name, who expressed his gratitude as the shipmaster now *Brunswick* had done for our steamer. He seemed so that it seems as if the chief inquiry from our steamer would be reported to the German Government, and we should be rewarded. After we had engaged some crew of *Brunswick*, Mr. Kirkby called in Henry Evans."

Such is the stirring narrative related with remarkable simplicity by Mr. Clouston, and we cannot but feel that whatever other assistance will be made by the German authorities of what is one of the most gallant and successful attempts at saving the at sea is record.

## Appendix J: Presentation for Gallantry at Sea Medals, May 22 1896

**PRESENTATIONS FOR GALLANTRY  
AT SEA.**

The Cardiff Exchange abandoned its usual commercial aspect yesterday, and was the scene of a very interesting ceremony, performed by the Mayor of Cardiff (Lord Windsor), who presented the officers and crew of the Cardiff steam collier Kirkby, owned by Messrs. Ropner and Co., with medals forwarded by Lloyd's for their exceptional gallantry in saving the crew of the German barque Bremerhaven in the Atlantic on Dec. 15 last. The members of the Exchange were present in force, and the spectators altogether numbered some 2,000. Cheers announced the arrival of Lord Windsor, who was accompanied by the Town Clerk and representatives of the Chamber of Commerce, the Shipowners' Association, the Shipping Federation, and the Shipbrokers' Society. A temporary platform had been erected on the Exchange. Mr. W. R. Corfield (chairman of the Cardiff Shipowners' Association) presided, and he was supported on the platform by Messrs. H. J. Simpson, and J. N. Kestell (vice-presidents of the Chamber of Commerce), J. B. Ferrier, W. Lester Jones, E. O. Jones, C. V. Harrison, D. M. Jones (of Messrs. Ropner and Co.), H. Wallis, W. R. Hawkins and others. The members of the crew of the Kirkby who received medals were:—D. R. Davies, chief officer (Welsh), J. B. Smith, second officer (Scotch), A. Saunders, A.B. (Guernsey), K. C. Augustan, A.B. (Swede), G. Maurovich, A.B. (Austrian), A. Rubinich, A.B. (Austrian), and A. Coslett, steward (of Cardiff).

The circumstances of the case, stated briefly, were as follows:—In December last the steamship Kirkby sighted off Cape Hatteras the German barque Bremerhaven, lying in a water-logged condition on her beam-ends. Her port side stanchions and bulwarks were gone, and the boats washed away. The sea was running terribly high, so that it was impossible for the Kirkby's boat to get close to the sinking vessel, and they had to fasten ropes to two of the men who swam to the other vessel with a line. The men of the Bremerhaven then had to jump into the water, and were hauled on board the Kirkby's lifeboat. Just after the 15 men had been rescued the barque foundered.

Mr. CORFIELD opened the proceedings and welcomed Lord Windsor.

Lord WINDSOR then briefly outlined the circumstances of the rescue, adding that this country could not claim the whole of the credit of saving the crew, as he was to present the medals to men of other nationalities, such as Austria and Scandinavia, who behaved with as much gallantry as any seamen in the world.

Mr. HAWKINS read a letter from Lloyd's Committee addressed to the men, and containing formal intimation of the award of the medals.

Captain CORFIELD testified to the smartness of the master (Captain A. R. Spence) in so handling his ship as to enable the crew to perform their gallant act, and also stated that thanks were due to Lloyd's for giving these medals.

Captain SPENCE acknowledged the presentations on behalf of his crew.

On the motion of the CHAIRMAN, seconded by Mr. H. J. SIMPSON, a vote of thanks was accorded to Lord Windsor for undertaking the presentation of the awards.

## Appendix K: Presentation on Behalf of German Government, Jan 15 1897

**BRAVERY AT SEA.**

**INTERESTING PRESENTATION  
AT CARDIFF.**

An interesting presentation was made at the Cardiff Local Marine Board Office on Thursday morning on behalf of the German Government to Captain A. R. Spence, Mr. D. R. Davies, and Mr. J. B. Smith, the master and chief and second officers respectively of the steamship Kirkby, of West Hartlepool, for their services in rescuing the crew of the German ship Bremenhaven, in the Atlantic on the 15th of December, 1895. Mr. John Cory, chairman of the marine board, presided, and amongst those present were Mr. Charles Baker (secretary), Mr. C. Hughes (chief superintendent of the Board of Trade), and Mr. Max Krieger (German Consul).—Mr. Baker detailed the circumstances of the rescue, from which it appeared that the steamship Kirkby, commanded by Captain A. R. Spence, left Wilmington, N.C., on the 11th of December, 1895, bound for Bremen. After experiencing terrific weather for four days, on the 15th of December, at 6.30 a.m., the German barque Bremenhaven was sighted flying signals of distress. Captain Spence altered the steamer's course and hove down upon her, and found that she was sinking fast. Her boats, booms, masts, and sails were gone and the cabin and fore-castle stove in. The starboard life-boat was made ready for launching, and five hands, with Mr. D. R. Davies, chief officer, volunteered their services. With great difficulty they got away from the steamer towards the wreck, but, owing to the heavy sea and gale, were not able to go close enough to take off the crew. The barque's decks, being under water, afforded no protection from the heavy sea sweeping over her. The second mate of the barque at last jumped overboard with a lifebelt on, and succeeded in passing a rope, by which means three of the crew were got safely on board. The remaining twelve could not then risk themselves, as they were nearly exhausted, having been three days and nights at the pumps. After another try, the lifeboat had to leave for the Kirkby, as her crew were becoming weak from their continued efforts, and it was with great risk and difficulty that they managed to get the lifeboat alongside the steamer and be hauled up. Shortly after another signal was made for the lifeboat to come immediately. Four men and Mr. J. B. Smith, second officer, volunteered to man the boat, and proceeded as near as possible to the barque, from which a man jumped overboard with a line as before, and, after a hard struggle, the remainder of the crew, numbering fifteen all told, were hauled on board the Kirkby. Great skill was shown by Captain Spence in manœuvring the steamer so as to aid the efforts of the lifeboat's crew with the least amount of danger. Some of money amounting in all to £47 have been awarded by the German Government to the nine other seamen who assisted at the rescue.—Mr. Cory, in handing gold watches to the master and his officers on behalf of the German Government, said a more thrilling and plucky rescue had not come to his notice since he had been a member of the local marine board. He complimented the recipients upon the bravery they had shown.—Captain Spence replied on behalf of himself and his officers, and the German Consul also thanked them on behalf of his Government for their services. In conclusion, he proposed a vote of thanks to Mr. Cory for presiding.—This was seconded by Mr. Hughes, and carried, and the proceedings terminated.

## Appendix L: Sale of Shares in SS Kirkby, March 1899

TO BE SOLD BY PUBLIC AUCTION, by Mr JOHN HUNTER, F.A.L., at the Offices of the Chamber of Commerce, 74, Church-street, West Hartlepool, on TUESDAY, the 14th day of MARCH, 1899, subject to conditions which will be then read, the following

**STEAMSHIP SHARES.**

Lot 1.—**TWO SIXTY-FOURTH SHARES** in the steamer *Leven*, of West Hartlepool, built in the year 1883; net register tonnage, 1,507.

Lot 2.—**ONE SIXTY-FOURTH SHARE** in the steamer *Ormesby*, of West Hartlepool, built in 1891; net register tonnage, 1,828.

Lot 3.—**ONE SIXTY-FOURTH SHARE** in the steamer *Kirkby*, of West Hartlepool, built in 1891; net register tonnage, 1,916.

Sale at 3:30 o'clock in the Afternoon prompt.

These Steamers are under the management of the well-known firm of Messrs R. Ropner and Co., and, with the present prospects of shipping, afford a splendid opportunity for investors.

For further particulars apply to the Auctioneer, at his Offices, 74, Church-street, West Hartlepool, and 82, High-street, Hartlepool, or to

**Mr GEORGE CROMBIE, Solicitor,**  
46, Stonegate, York.

1st March, 1899.

## Appendix M: Report on Damage from Atlantic Storm, Dec 2 1908

**TERRIFIC WEATHER IN THE ATLANTIC.**  
A STEAMER IN A PERILOUS FLIGHT.

The steamer *Kirkby*, of West Hartlepool, J. Olive master, bound from Port Tampa, Florida, to Stettin with phosphate rock, arrived at Stornoway yesterday forenoon in a battered condition, having experienced very heavy weather on the voyage. On Tuesday of last week, when in lat. 57 north, long. 21 west, about 400 miles west-south-west of the Butt of Lewis, a storm of almost hurricane force was encountered, and when running before the gale a tremendous sea—or, as the master thinks, a tidal wave—broke over the vessel, washing away all the small boats, the navigating compasses, and the telegraph and bridge fittings. The cabin companion was also swept away, and the rush of water into the cabin threw Captain Olive, who had just gone below, off his feet. The chief officer, Mr Tulloch, was washed off the upper bridge, and is so seriously injured that he is unable to continue the voyage, and is leaving the *Kirkby* at Stornoway in order to return home. The man at the wheel, the lookout man, and another seaman were also severely bruised. Captain Olive got out a spare compass, and adjusting it to take the place of that washed away, was able to make Stornoway yesterday forenoon, having experienced very bad weather during the intervening six days. The *Kirkby* is owned by Messrs R. Ropner & Co., West Hartlepool, and is a vessel of 1976 tons register. She will remain at Stornoway till new boats and fittings to take the place of those lost are forwarded.

## Appendix N: Salvage Claim, Dec 8 1909

Salvage in the Atlantic.—The Kirkby (s).  
(Before the President, Sir J. Bigham, with Captains Thomson and Golding, Elder Brethren of the Trinity House, Dec. 8.)

This was an action brought by the owners, master, and crew of the Leyland liner Belgian to recover salvage remuneration for services rendered to the steamship Kirkby, of West Hartlepool. According to the statement of claim, the Belgian is a steamship of 3,657 tons gross and 2,364 tons net register, with triple-expansion engines of 400-horse power nominal, working up to 1,400-horse power actual, and at the time of the services was on a voyage from Liverpool to the West Indies with a general cargo and about 1,600 tons of bunker coal, manned by a crew of 40 hands all told. At about 3 p.m. on Aug. 2 last she was in lat. 30° 23' N. and long. 37° 5' W. There was a light wind from the E.N.E., a smooth sea, and a cloudy sky. In these circumstances the steamship Kirkby was fallen in with and was seen to be in distress and signalling for immediate assistance. It was found that she had broken her tail-shaft twelve days previously, considerably to the N. and E. of where she was sighted, and that she was quite helpless. It was agreed that the Belgian should tow the Kirkby to Fayal, and for that purpose the 5-inch steel wire of the liner was passed to the Kirkby and made fast to her cable. The towage commenced at about 6.30 p.m. and continued without interruption until 10.56 a.m. on Aug. 6, when the Kirkby was brought to a safe anchorage in Fayal Harbour. The Belgian resumed her voyage to Barbados the same evening, reaching approximately the place where she had picked up the Kirkby on Aug. 10. Throughout the towage—except on Aug. 5, when the wind and sea increased and there was a heavy NW swell—the weather was moderate. The plaintiffs claimed to have rescued the Kirkby and

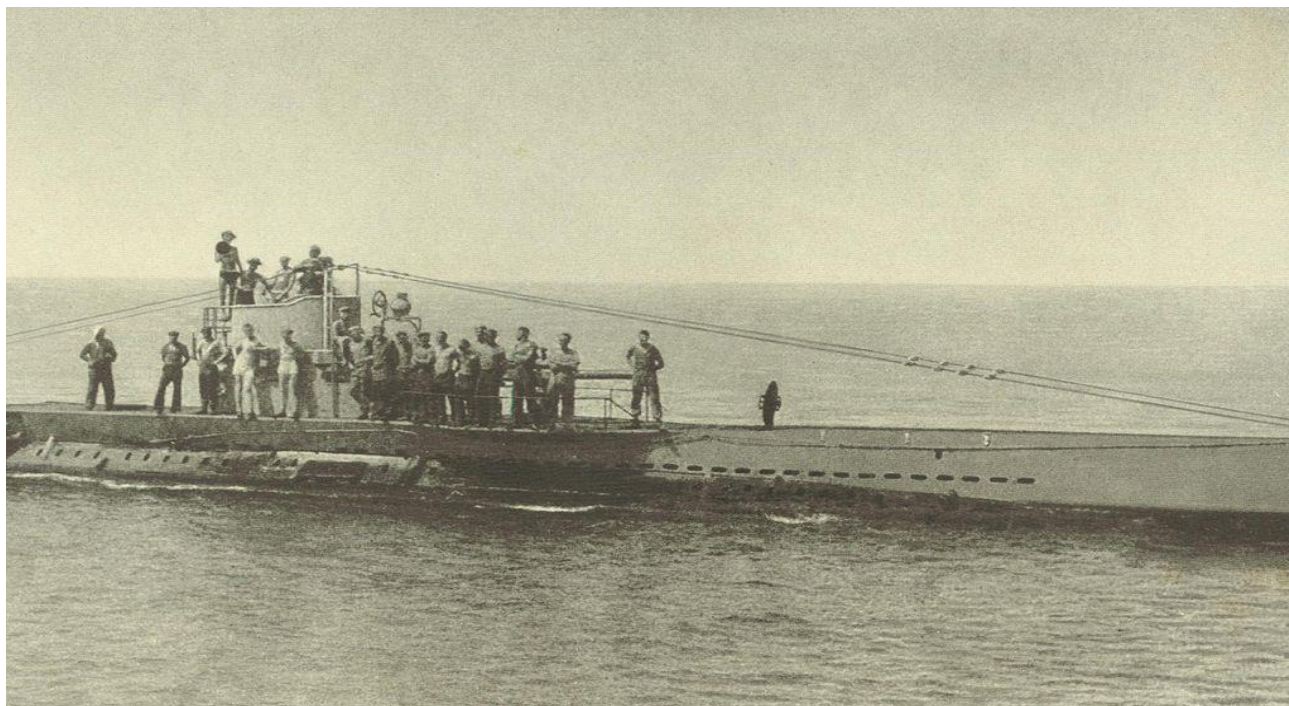
those on board her from a position of considerable risk. They contended that she was rapidly drifting out of the regular track of steamers, and that at the time the Belgian came up with her her crew had been put on short rations. In rendering the services the Belgian was delayed seven to eight days—a serious matter for a liner—the distance towed was about 650 miles, and the plaintiff owners incurred expenses amounting to 290*l.* for extra coal, wages, provisions, &c. The value of the Belgian is 41,350*l.*, and that of her cargo 30,720*l.*

According to the defence, the Kirkby is a steamship of 3,034 tons gross and 1,976 tons net register, and at the time of the services was on a voyage from Lisbon to Port Inglis in ballast. The weather during the towage was always fine or moderate, and there was no approach to bad weather experienced. The Kirkby was not drifting out of the regular track of steamers, but had in fact drifted into it. She had ample provisions on board, her crew were not put on short rations, and she was in no real danger of being lost. Her value was 11,000*l.*

Mr. Aspinall, K.C., and Mr. W. S. Glynn (instructed by Messrs. Rawle, Johnstone and Co., agents for Messrs. Hill, Dickinson and Co., of Liverpool) appeared for the plaintiffs; Mr. Laing, K.C., and Mr. H. C. S. Dumas (instructed by Messrs. Cooper and Co.) for the defendants.

The PRESIDENT, in giving judgment, said: I think that the total amount of salvage that ought to be paid in this case is 1,200*l.*—800*l.* to the owners, 300*l.* to the crew, and 100*l.* to the master.

## Appendix O: U-Boat U-38 on Patrol



## Appendix P: Report on Crew Rescue, Aug 15 1915



**Appendix Q: Lloyd's Casualty Listing 1915, SS Kirkby**

**LLOYD'S REGISTER OF SHIPPING.**

**RETURNS OF VESSELS TOTALLY LOST, CONDEMNED, &C.**

**1ST JULY TO 30TH SEPTEMBER, 1915.**

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to the 3rd February, 1916.

**(h.) Lost.**

(Under this heading are included total losses which, for want of sufficient information, or for other reasons, cannot be otherwise classified.)

*NIL.*

**(i.) War Losses.**

No. in Reg. Book. 1915-16.	Vessel's Name.	Tons.		Nationality.	Description.	No. in Reg. Book. 1915-16.	Vessel's Name.	Tons.		Nationality.	Description.
		Net.	Gross.					Net.	Gross.		
288	Africa	440	1048	U.K.	Stl. Sc.	496	Ellesmere	729	1170	U.K.	Stl. Sc.
292	African Monarch	2598	4003	U.K.	Stl. Sc.	585	Emblem	61	157	U.K.	Stl. & I. Sc.
306	Agamemnon	106	225	U.K.	Stl. Sc.	291	Firth	163	406	U.K.	Stl. Sc.
1051	Anglia	88	107	U.K.	I. & Stl. Sc.	784	Fulgens	1518	2512	U.K.	Stl. Sc.
1059	Anglo Colombian	3006	4792	U.K.	Stl. Sc.	31	Gadsby	2273	3497	U.K.	Stl. Sc.
1276	Arabie	10082	15801	U.K.	Stl. Tw. Sc.	32	Gadwall	74	192	U.K.	Stl. Sc.
1597	Ashmore	1574	2519	U.K.	Stl. Sc.	429	Gladiator	2168	3349	U.K.	Stl. Sc.
1831	Auk	642	1055	U.K.	I. Sc.	470	Glenby	1404	2196	U.K.	Stl. Sc.
67	Balakani	2345	3696	U.K.	Stl. Sc.	526	Glenravel	456	1092	U.K.	Stl. Sc.
241	Baron Erskine	3505	5585	U.K.	Stl. Sc.	553	Gloria	51	130	U.K.	Stl. Sc.
502	Ben Ardna	76	197	U.K.	Stl. Sc.	746	Grangewood	2193	3422	U.K.	Stl. Sc.
581	Ben Vrackie	2535	3908	U.K.	Stl. Sc.	855	Grimbarian	55	146	U.K.	I. Sc.
27Sep.	Benarthur	1299	2029	U.K.	Stl. Sc.	867	Grodno	988	1955	U.K.	Stl. Sc.
587	Benvoirlich	2164	3381	U.K.	Stl. Sc.	873	Groningen	419	988	U.K.	Stl. Sc.
778	Bittern	962	1797	U.K.	Stl. Sc.	935	Guido	1106	2093	U.K.	Stl. Sc.
923	Bonny	1713	2702	U.K.	Stl. Sc.	74	Hainton	62	156	U.K.	Stl. Sc.
1292	Briton	77	196	U.K.	Stl. Sc.	386	Haydn	2482	3923	U.K.	Stl. Sc.
102	Cairo	1022	1671	U.K.	I. Sc.	708	Hermione	82	210	U.K.	Stl. Sc.
454	Caroni	1668	2652	U.K.	Stl. Sc.	749	Hesione	2319	3663	U.K.	Stl. Sc.
477	Carterswell	2684	4308	U.K.	Stl. Sc.	751	Hesperian	6124	9599	U.K.	Stl. Tw. Sc.
500	Cassio	66	172	U.K.	Stl. Sc.	1Sup.	Honaiton	3011	4914	U.K.	Stl. Sc.
565	Caucasian	2965	4656	U.K.	Stl. Sc.	1028	Honoris	90	207	U.K.	Stl. Sc.
621	Celtic	111	264	U.K.	Stl. Sc.	1029	Honoris	70	179	U.K.	I. Sc.
725	Chancellor	2958	4586	U.K.	Stl. Sc.	1075	Horden	909	1434	U.K.	Stl. Sc.
839	Cheshire	59	148	U.K.	I. Sc.	17	Iberian	3347	5223	U.K.	Stl. Sc.
1011	Churston	1471	2470	U.K.	Stl. Sc.	162	India	4199	7940	U.K.	Stl. Sc.
1041	Cineraria	81	154	U.K.	I. Sc.	237	Inglemoor	2754	4331	U.K.	Stl. Sc.
1090	City of Berlin	594	999	U.K.	I. Sc.	374	Iris	584	942	U.K.	I. Sc.
1345	Clintonia	2440	3830	U.K.	Stl. Sc.	79	Jacona	1951	2969	U.K.	Stl. Sc.
1394	Cober	1941	3060	U.K.	Stl. Sc.	157	Japan	78	205	U.K.	Stl. Sc.
30Sup.	Commander Boyle	96	243	U.K.	Stl. Sc.	359	John Hardie	2816	4372	U.K.	Stl. Sc.
1744	Cornubia	1107	1736	U.K.	Stl. Sc.	504	King Athelstan	66	159	U.K.	Stl. Sc.
1808	Costello	891	1501	U.K.	Stl. Sc.	596	Kirkby	1976	3034	U.K.	Stl. Sc.