

**Welsh Wreck Web Research Project
(North Cardigan Bay)**

On-line research into the wreck of the:

Lucellum



Lucellum

Report compiled by:

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Report Title:

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(North Cardigan Bay)
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*Lucellum***

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1.0 Abstract

In 2002, the Welsh Government's Historic Environment Service asked the Malvern Archaeological Diving Unit to examine a shipwreck in Cardigan Bay, West Wales, which is designated under the United Kingdom's Protection of Wrecks Act of 1973. The exercise was to determine whether the remains on the seabed were from a vessel known as the *Diamond*, wrecked in 1825. During the investigations, a database was compiled of 453 vessels known to have been involved in maritime incidents in the vicinity of the site. In 2020, with Covid-19 restrictions being imposed on many people around the world, a project was developed for anyone interested in carrying out on-line research and reporting on some of the many vessels on the database.

I have attempted to use effectively the time during the pandemic, joining this international project. My aim was to gather all the information available on the internet on the *Lucellum*, including digitalised original documents and eventually German sources too, and to submit a fine report, thus assisting the project and improving research as a whole.

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2.4 Contributors

I wish to thank Ian Cundy B.Sc. M.A., Malvern Archaeological Diving Unit, Nautical Archaeology Society (Regional co-ordinator for Wales), for his valuable hints on the project and for sending me the information on the *Lucellum*, included in: Jones, I. W., 2001, 'Shipwrecks of North Wales'. Landmark Publishing Ltd., as well as in: Parry, H., 'Wreck and Rescue on the Coast of Wales. Vol I: The Lifeboats of Cardigan Bay and Anglesey'. D. Bradford Barton Ltd.

3.0 Introduction

I have chosen to pursue research on the *Lucellum*, for I am interested in World War II as a whole and mostly in the role the German Navy played in it. I was curious, what specific information on these areas the investigation on the *Lucellum* would provide.

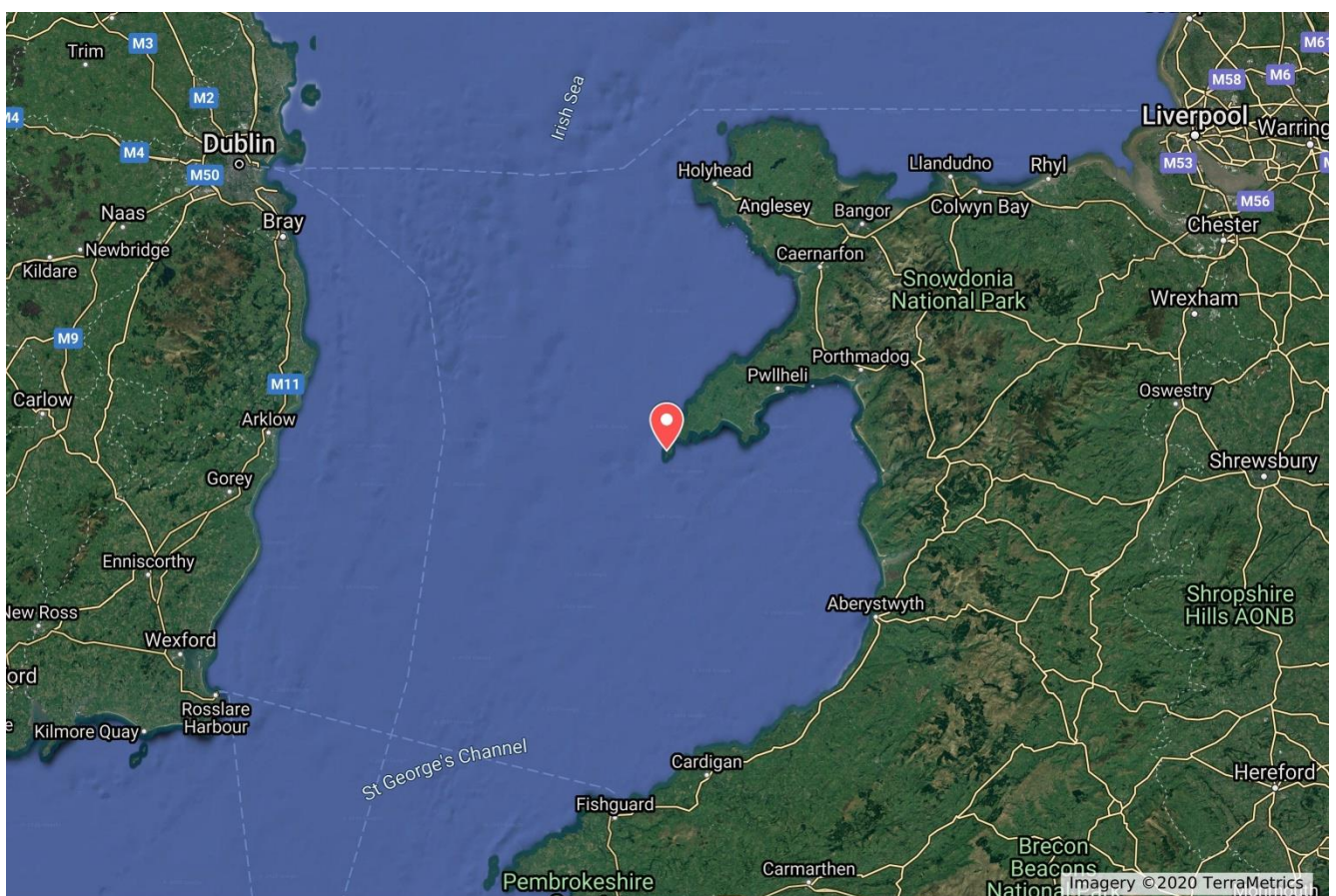
The questions I was willing to answer through my research were:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- What role played the ship in World War II?
- How was the vessel defended?
- What was the route of the ship?
- What was the purpose of the voyage?
- What was the story leading up to wrecking?
- What caused the wrecking?
- What was the fate of the crew?
- What has happened since the wrecking?
- Has anyone previously investigated or researched the vessel back story?
- Has anyone dived, recorded, surveyed or worked on the site?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

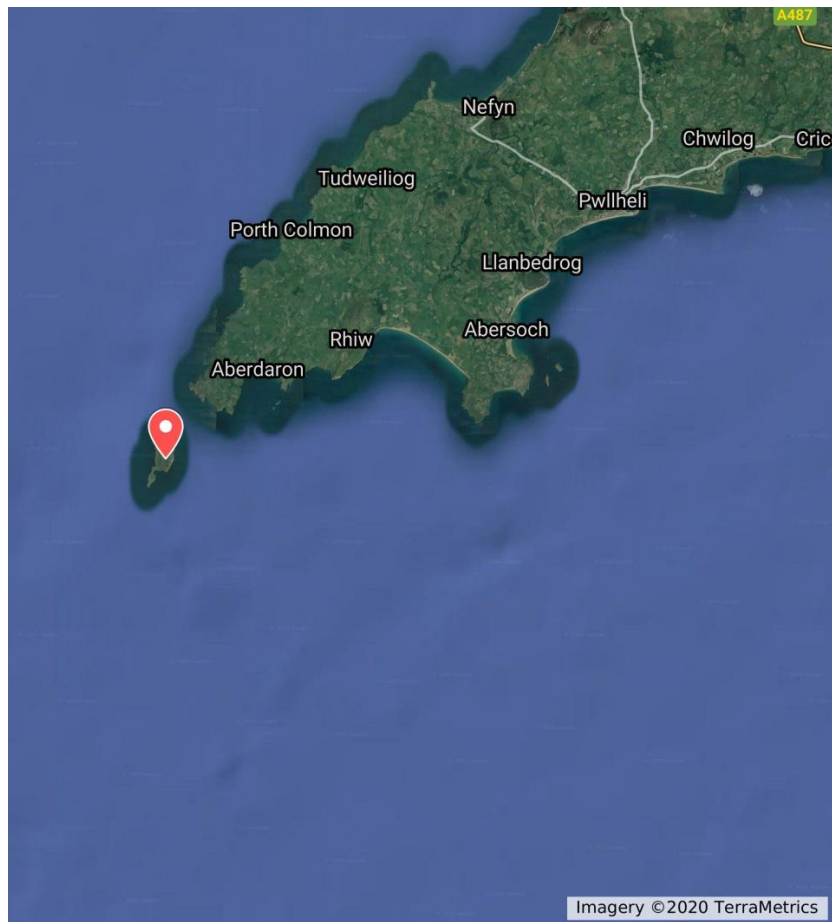
4.0 Background

Prior to starting the research on the *Lucellum* the following pieces of information on the vessel were at my disposal:

The ship (specifications (Imperial): length: 486 ft; beam: 65 ft; tonnage: 14 580) was a tanker, transporting kerosene. She was built in Copenhagen in 1938. The vessel was owned by the Astrakhan Steamship Company and her home port was Liverpool, so she was a British ship. The wrecking happened on 19th December 1941 off Bardsey Island – there the *Lucellum* was hit by two German bombs, caught fire and was subsequently abandoned. 37 from the crew of 45 people reached Holyhead, where one more person died. The ship was re-boarded by firemen. Some information on her has already been published in: Jones, I. W., 2001, 'Shipwrecks of North Wales'. Landmark Publishing Ltd.



Map 1: The area of the wrecking of the *Lucellum* (marked with red – Bardsey Island)



Map 2: The area of the wrecking of the *Lucellum* – enlarged (marked with red – Bardsey Island)

5.0 Research Methodology

At my disposal I had a laptop – HP, operating system: Windows 10 – and a smartphone – Huawei Y5 from 2018, model: DRA-L21, operating system: Android, version 8.1.0, CPU MT6739, RAM 2.0 GB, 1440 x 720 –, both with wifi access to the internet, as well as a PC – Intel Celeron CPU G1620 2.70 GHz, RAM: 4.00 GB, operating system: Windows 8.1 – with an ethernet access to the internet.

I approached research as follows: I have started from the information on the vessel already known, including the references sent to me by Ian Cundy, which have been listed above. Then I have visited all the web sites included in the project's guidance notes. By these means I stood in my opinion on a solid basis relying on the achievements and experience of research before my involvement. Afterwards I have followed the references and the links in the web sites visited in order to widen my information. Lastly, I have pursued search using any still not used search words which in my opinion had to potential for retrieving further facts. A special attention has been paid to the search for German sources. In all steps of research I have used, as far as possible, critical as well as comparative analysis, willing to check and strengthen my results. During research I have visited the following sites and used these search words:

- 1) Coflein, www.coflein.gov.uk – search word: Lucellum (accessed on 18th June 2020)
- 2) Internet Archive. Wayback Machine, web.archive.org (accessed on 18th June 2020)
- 3) Rhiw, www.rhiw.com (accessed on 18th June 2020)
- 4) Google, www.google.com – search words: Lucellum; Lucellum tanker world war two; Staalskib AP Möller; Akt. Burmeister and Wain; Lucellum britisher Tanker 2. Weltkrieg; Motorschiff Lucellum; Schiff Lucellum; deutsche Zeitungen aus dem Jahre 1941; tanker Lucellum; oiler Lucellum (accessed on 21st July 2020; 5th November 2020; 6th November 2020; 2nd December 2020)
- 5) Benjidog Historical Research Resources, www.benjidog.co.uk (accessed on 21st July 2020 and on 5th February 2021)
- 6) Books Boxes and Boats. Maritime and Historical Research Service, www.maritimearchives.co.uk/mercantile-navy-list.html (accessed on 22nd October 2020)
- 7) Crew List Index Project, www.crewlist.org.uk – search word: Lucellum; official number 166255; Swenson (accessed on 26th – 27th October 2020, on 2nd November and on 5th November 2020)
- 8) The National Archives, discovery.nationalarchives.gov.uk – search word: Lucellum (accessed on 26th October and 2nd November 2020)
- 9) Maritime History Archive, www.mun.ca (accessed on 26th October 2020)
- 10) Home of Siri (Holm) Lawson/Warsailors.com, www.warsailors.com (accessed on 27th – 29th October and on 1st – 2nd November 2020)
- 11) Mercantile Marine Memorials, ww1.convoyweb.org.uk/mem/ - search word: Lucellum (accessed on 2nd November 2020)
- 12) Dictionary of All Language – World of Dictionary, worldofdictionary.com (accessed on 2nd November 2020)
- 13) John H. Marsh Maritime Research Centre – South African Maritime Museum – Cape Town, www.rapidtp.co.za/museum/jmmc/jmmcl.html (accessed on 3rd November 2020)
- 14) Plimsoll Ship Data Project – Southampton City Libraries and Archives Services, southampton.spydw.co.uk – search word: Lucellum (accessed on 5th November 2020)
- 15) The National Library of Wales, newspapers.library.wales (accessed on 5th November 2020)
- 16) The British Newspaper Archive, www.britishnewspaperarchive.co.uk (accessed on 5th November; 6th November 2020)
- 17) Württembergische Landesbibliothek, www.wlb-stuttgart.de/seekrieg/41-12.htm (accessed on 5th November 2020)
- 18) British Merchant Navy Old Friends Plus, www.merchant-navy.net (accessed on 5th November 2020)
- 19) Researching Our Mariner Ancestors And The Vessels They Sailed On, Mariners List, www.mariners-list.com (accessed on 5th November 2020)
- 20) Family History – Royal Navy and Naval History.Net, www.naval-history.net (accessed on 5th November 2020)

- 21) Cnooks, www.cnooks.nl (accessed on 6th November 2020)
- 22) Royal Fleet Auxiliary Historical Society, www.historicalrfa.org (accessed on 6th November 2020)
- 23) U-boat Archive, www.uboatarchive.net (accessed on 6th November 2020)
- 24) Liverpool Nautical Research Society, www.liverpoolnauticalresearchsociety.org (accessed on 6th November 2020)
- 25) Sefton War Memorials, www.seftonwarmemorials.org (accessed on 6th November 2020)
- 26) Fold3 – Historical Military Records, www.fold3.com (accessed on 6th November 2020)
- 27) National Maritime Museum, collections.rmg.co.uk (accessed on 6th November 2020)
- 28) The Pilot Online Edition, www.pilotmag.co.uk (accessed on 6th November 2020)
- 29) Trace your Family Tree Online, www.findmypast.co.uk (accessed on 6th November 2020)
- 30) Commonwealth War Graves Commission Debt of Honour, www.cwgc.org/find/find-war-dead (accessed on 6th November 2020)
- 31) Wikipedia, www.wikipedia.org (accessed on 2nd December 2020 and on 5th February 2021)
- 32) Passengers in History. An Initiative of the South Australian Maritime Museum, passengers.history.sa.gov.au, search word: Lucellum (accessed on 2nd December 2020)
- 33) Fyns Frimærke Service, www.stamps.dk/en-GB/lot/99543/denmark-odense-soesaetning-af-britiske-tankskib-m-s-lucellum-fra-odense (accessed on 2nd February 2021)

6.0 Results

Vessel	Name/s	Lucellum; from 1955 on – Asturia	
	Type	Motorship	
		Tanker (1938–1956); Ore Carrier (1956–1962)	
Built	Date	Launched: 29 th October 1938	
		Completed: December 1938	
		-	
	Builder	Staalskibsværft, founded by A. P. Møller	
		Odense, Denmark	
Construction	Materials	Steel	
	Decks	1	
	Bulkheads	-	
Propulsion	Type	Engine	
	Details	-	
Engine	Details	Oil, 4 S.C.SA	
		7 Cylinders	
		3800 hp	
		Akt. Burmeister and Wain, Copenhagen, Denmark	
	Boilers	2 DB 180 lb	
Drive	Type	Screw propeller	
	Number		
Dimensions	Length	485.6 ft	m
	Beam	65.5 ft	m
	Draught	28 ft 0.25 in	m
	Depth of Hold	35.7 ft	
Tonnage	Gross	9425, 9493	
	Net	5742, 5726	
	Deadw. carr. cap.	14 580	
Owner	First	Astrakhan Steamship Co	
		Lim., 26, Chapel Street, Liverpool, 3, UK	
	Last	K. Salvesen and Sonner	
		Kragerø, Norway	
	Others	None	
Registry	Port	Liverpool; -	
	Flag	UK; -	
	Number	166255 (date of registry: 13.12.1938)	
History	Routes	From Aruba/Liverpool/Loch Ewe/Clyde/M Haven/St. Johns/Belfast/Barry/Downs, etc.	
		To Swansea/Boston/Aruba/New York, etc.	
	Cargo	petroleum, kerosene, light oil	
Final Voyage	From	-	
	To	-	
	Captain	-	
	Crew	-	
	Passengers	-	
	Cargo	ore	
Wrecking	Date	19.12.1941; 1962	
	Location	5 miles to the west of 270 degrees Bardsey Island; Cap a la Roche, St. Lawrence River	
	Cause	German bombardment; grounding	
	Loss of life	9; -	
	Outcome	Salvaged; Scrapped	



Figure 1
A Danish post stamp showing the manufacturing of the *Lucellum*



Figure 2
The *Lucellum*



Figure 3
Part of the section dedicated to the crew members of the *Lucellum* at the Tower Hill Memorial

The vessel's specifications have to a great extent been already known prior to my research on the *Lucellum* and are listed in the table above.

There is a variety of historical information available on the ship. It has accurately been included in the table above as well as in the appendices and thoroughly discussed in the corresponding parts of the report.

In World War Two the ship took part in numerous North Atlantic convoys and during some of them she served as an escort oiler.

On 19th December 1941 the *Lucellum* was sailing in convoy BB 13 from Aruba to Swansea (on passage from Belfast), transporting 13 474 tons kerosene and light oil. 5 nautical miles away from Bardsey Island she had been attacked by a single German Dornier and thereby hit by two bombs. Thus, the ship was set in fire and abandoned by the crew following an order by the Captain John Wrey Swenson (from Pernith; at that time with more than 10 years sailing experience at Moss Tankers Ltd). The ship was then re-boarded by firemen from the newly formed National Fire Service. After burning for 2 days the *Lucellum* was put under control and towed to Holyhead. Later the vessel was towed to Liverpool, where she was repaired.

On 19th December 1941 the crew encompassed 45 persons. 37 of them reached Holyhead after the German bombardment, where one more crew member died. The victims amongst the crew are the following: James Joseph Farley, William Fisher, Harold William Morrell, William Potter Murray, John Joseph O'Loughlin, John Rowntree, Edwin Velen. They are commemorated respectfully at the Tower Hill Memorial – a pair of Commonwealth War Graves Commission memorials in Trinity Square (Tower Hill, London, UK). The names of both gunners, who also lost their lives on this occasion, remained unrevealed during research.

After the wrecking and the subsequent repairs in Liverpool the ship continued to take part in the North Atlantic convoys. After the end of World War Two she was used further as a merchant ship. In 1955 the *Lucellum* was sold to K. Salvesen and Sonner, Norway, and was then transformed to an ore carrier one year later. In 1962 the vessel grounded in the St. Lawrence River and was afterwards scrapped.

As to my knowledge, no one has neither dived on the site nor attempted any recording, etc., for the *Lucellum* has never been a shipwreck in the real sense – following the German bombardment on 19th December 1941 she did not sink, but was re-boarded by firemen and then towed to Holyhead. Thus, salvage in the sense of retrieving valuable material after the wrecking or an underwater research never took place.

There is a relatively significant amount of publications reporting on the vessel and her back story. The most important of them – the purely scientific works, together with the original documents on the ship currently accessible – are listed in the section *Other resources* in chapter *References* of this report. The related and to a great extent useful internet resources are numbered above them.

The vessel was repaired after the bombardment by the German aviation on 19th December 1941. Then, on 5th September 1945 on page 3 of the newspaper "Liverpool Echo", Lancashire, is highlighted that the *Lucellum* ran aground on St. Govan's Head, Pembrokeshire, and was afterwards in dry dock at Cammell Laird's, Birkenhead, with crushed bows – there she was about to receive a new stem. In 1956 the ship was transformed to ore carrier. These three dates, along with the manufacturing of the ship in 1938, the change of ownership in 1955 and her grounding in the St. Lawrence River in 1962, after which she was scrapped, represent the most prominent recorded events during the vessel's lifetime.

Despite the above-mentioned bombardment in 1941, repairs in 1945 and grounding in 1962 there is one further recorded event in *Lucellum's* lifetime regarding a collision. In the course of World War Two, during the North Atlantic convoy ON 162, which departed from M Haven on 21st January 1943, the vessel, then under the designated number 051 and sailing to New York, was detached following a general collision with the British ship *Coptic*, which was part of the same convoy (designated number 071, displacement: 10 629 tons).

The Odense Steel Shipyard (Odense Staalskibsværft), where the *Lucellum* was manufactured, was founded in 1917 by A. P. Møller. It ceased to function on 12th January 2012. Akt. Burmeister und Wain, which produced the ship's engine, was founded in 1865. The headquarters of the company were in Copenhagen. It manufactured diesel engines. In 1980, Burmeister and Wain became part of MAN B&W Diesel Group, a subsidiary of the German corporation MAN AG.

The *Lucellum* was owned initially by the Astrakhan Steamship Company (Lim., 26, Chapel Street, Liverpool, 3) and managed by H. E. Moss and Co Tankers Ltd, Liverpool. According to the Mercantile Navy List 1940 (p. 663) the vessel's manager was Charles M. Cohan.

As a matter of fact the Astrakhan Steamship Company was part of the H. E. Moss and Co Tankers Ltd. Henry Moss began to trade in 1840 as a coal merchant in Liverpool. An office in London was opened in 1882 and three years later, in 1885, the company bought a new steamship and gradually began changing from a coal supplier to an oil fuel carrier. Moss & Co continued their shipbroking business and purchased many old ships which were then immediately sold on for further service or for scrap.

In 1913 the company branched out into the dry cargo tramping business with Sefton SS Co and lost four tramps and two tankers during World War One. The whole tanker fleet was laid up during the depression years until 1934 and by the outbreak of World War Two Moss & Co owned ten tankers and lost three to enemy action. The fleet was then rebuilt in the 1950s and in 1964 the company was sold to Cunard SS Co and managed by Brocklebanks as Moss Tankers Ltd. Moss Tankers and the Cunard group were purchased in 1971 by Trafalgar House. 20 years later, in 1991 P & O purchased the shipping interests of Trafalgar House including the last Moss tanker.

7.0 Analysis

As it has already been emphasized, the tables represent the most important information on the *Lucellum* in a short and comprehended form. As a matter of fact, nothing amongst the findings looks odd, so the information in the tables is to be determined as secure.

The *Lucellum* represents not just a fine example of the Danish shipbuilding of the late 1930's, but primarily a decent one of the probably hundreds of merchant ships used for military purpose during World War Two – amongst the other vessels of this category may be highlighted the numerous ships, which took part in the North Atlantic convoys during the battle of the Atlantic, such as the above mentioned *Coptic*, the Bulgarian vessels *Struma* and *Salvador*, both sunk unfortunately in the course of the Holocaust, while sailing to Palestine with Hebrews on board, etc.

Truly, the most prominent episode of *Lucellum's* lifetime is the German bombardment on her on 19th December 1941. As I. W. Jones correctly remarks the subsequent saving of the caught in fire vessel, then transporting kerosene and light oil, is quite legendary in the history of firefighting and of the National Fire Service itself – putting under control a fire on an oil carrier burning for two days in times of war by the technology of the first half of 20th century is without doubt a highly respectable deed. The crew members who unfortunately lost their lives during this episode are rightly commemorated.

Finally, it is worth outlining that the *Lucellum* was used for a long time after World War Two. She sailed for 17 years afterwards (or, in other words, for 24 years as a whole), in the last 6 of them already as an ore carrier. The sources describing her voyages state clearly that the ship sailed as a matter of fact all over the world.

There are several areas which are in my opinion worth further investigation. First of all, I have not found any information on vessel's own defence – what kind of weapons were the gunners armed with? Secondly, the on-line research did not provide information on a couple of details of the ship herself – exact date of manufacture, number of bulkheads, aspects of propulsion. Thirdly, there is almost no information on the vessel's regular trade routes. Lastly, the history of the ship after 1955, when she was renamed *Asturia* and then transformed to ore carrier, is not quite revealed.

The following web pages delivered the results already outlined:

- 1) Google, www.google.com
- 2) Benjidog Historical Research Resources, www.benjidog.co.uk
- 3) Books Boxes and Boats. Maritime and Historical Research Service, www.maritimearchives.co.uk/mercantile-navy-list.html
- 4) Crew List Index Project, www.crewlist.org.uk
- 5) The National Archives, discovery.nationalarchives.gov.uk
- 6) Home of Siri (Holm) Lawson/Warsailors.com, www.warsailors.com
- 7) Mercantile Marine Memorials, ww1.convoyweb.org.uk/mem/
- 8) Dictionary of All Language – World of Dictionary, worldofdictionary.com
- 9) John H. Marsh Maritime Research Centre – South African Maritime Museum – Cape Town, www.rapidhttp.co.za/museum/jmmc/jmmcl.html
- 10) Plimsoll Ship Data Project – Southampton City Libraries and Archives Services, southampton.spydw.co.uk
- 11) The British Newspaper Archive, www.britishnewspaperarchive.co.uk
- 12) Württembergische Landesbibliothek, www.wlb-stuttgart.de/seekrieg/41-12.htm
- 13) British Merchant Navy Old Friends Plus, www.merchant-navy.net
- 14) Researching Our Mariner Ancestors And The Vessels They Sailed On, Mariners List, www.mariners-list.com
- 15) Family History – Royal Navy and Naval History.Net, www.naval-history.net
- 16) Cnooks, www.cnooks.nl
- 17) Royal Fleet Auxiliary Historical Society, www.historicalrfa.org
- 18) U-boat Archive, www.uboatarchive.net
- 19) Liverpool Nautical Research Society, www.liverpoolnauticalresearchsociety.org
- 20) Sefton War Memorials, www.seftonwarmemorials.org
- 21) Fold3 – Historical Military Records, www.fold3.com

- 22) The Pilot Online Edition, www.pilotmag.co.uk
- 23) Trace your Family Tree Online, www.findmypast.co.uk
- 24) Commonwealth War Graves Commission Debt of Honour, www.cwgc.org/find/find-war-dead
- 25) Wikipedia, www.wikipedia.org
- 26) Fyns Frimærke Service, www.stamps.dk/en-GB/lot/99543/denmark-odense-soesaetning-af-britiske-tankskib-m-s-lucellum-fra-odense

All other web sites listed provided no results.

8.0 Conclusions & Recommendations

I think that I have spent approximately 20 hours on the *Lucellum*. Ca. 10 hours of them have been spent on-line.

Only one conflicting account has been found – I. W. Jones states on page 39 in his book 'Shipwrecks of North Wales' (2001) that the vessel was built in Copenhagen. Nevertheless, all other sources, e. g. the Mercantile Navy List 1940 as well as the Lloyd's Register Entries listed in Appendix A state clearly that the ship was built in Odense. In this case I trust all the original documents and think that the mention in the book of Jones is a mere misunderstanding.

There is no possibility to carry further research at the wreck site, for the *Lucellum* did not sink during the bombardment. Therefore it is not expected to find any items related to the vessel and her crew in the wrecking area either.

In my opinion any further on-line research on the *Lucellum* would not provide much more significant information, for my investigations have been quite exhaustive. Only the access of pay-to-view sites such as the one mentioned in the next paragraph are going to widen our knowledge. Thus I see the possibility of gathering another pieces of valuable information primarily in in person research in archives and libraries.

The only pay-to-view website containing information on the *Lucellum* which I have found is that of the John H. Marsh Maritime Collection at the John H. Marsh Maritime Research Centre – South African Maritime Museum, Cape Town: rapidhttp.co.za/museum/jmmc/jmmcl.html. Under number 315 in this collection there is a photograph of the *Lucellum* taken in 1940 in South Africa, which is available for purchase.

There is no possibility to adopt the *Lucellum* as part of the NAS Adopt-a-Wreck scheme, for the vessel was scrapped and there is no specific site to be visited and investigated.

The time spent analysing the *Lucellum* has taught me that even mere on-line research may provide significant amounts of extensive reliable information on the ship and her fate.

The research on the *Lucellum* has almost entirely answered my original questions as well as my aims and objectives, for the available information on-line is very extensive. Furthermore, due to the pandemic situation nowadays a variety of documents digitalised by the National Archives in Kew and kept there are available on-line free of charge. They have been accessed and analysed during research on the vessel.

The work carried out has already posed two additional questions:

1) What were the routes of the *Lucellum*, when she was not part of the allied convoys? In the free to read online British press we find a variety of information, which ports were visited by the *Lucellum*, but no exact routes, when the vessel was used solely for trade purpose.

2) What was the armament of the vessel, or – better said – of the gunners on board, during the allied convoys? We know that during the bombardment on 19th December 1941 two gunners lost their lives on the *Lucellum*, but I did not manage to find any information on their weapons and thus on the specifics of the vessel's own defence.

Both questions would be answered through further archive research.

The *Lucellum* is interesting enough to be included in a paper for the following reasons: she is a decent example of a ship which took part in numerous North Atlantic Convoys during World War Two; we already possess quite significant information on her; furthermore, the vessel represents a fine example of a ship which was attacked but did not sink – dealing with wreckings does not always mean research underwater. Therefore I am going to include her in my part of the paper, which I and Ian Cundy are going to present at the DEGUWA conference in May 2021.

In my opinion the known facts on the *Lucellum* are numerous and interesting enough to devote a web site (section), separate information leaflet or even a documentary on her. Nevertheless, I believe that the information is still too scarce in order to develop a whole book on the *Lucellum*.

9.0 References

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- 1) Google, www.google.com
- 2) Benjidog Historical Research Resources, www.benjidog.co.uk
- 3) Books Boxes and Boats. Maritime and Historical Research Service, www.maritimearchives.co.uk/mercantile-navy-list.html
- 4) Crew List Index Project, www.crewlist.org.uk
- 5) The National Archives, discovery.nationalarchives.gov.uk
- 6) Home of Siri (Holm) Lawson/Warsailors.com, www.warsailors.com
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- 8) Dictionary of All Language – World of Dictionary, worldofdictionary.com
- 9) John H. Marsh Maritime Research Centre – South African Maritime Museum – Cape Town, www.rapidttp.co.za/museum/jmmc/jmmcl.html
- 10) Plimsoll Ship Data Project – Southampton City Libraries and Archives Services, southampton.spydw.co.uk
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- 15) Family History – Royal Navy and Naval History.Net, www.naval-history.net
- 16) Cnooks, www.cnooks.nl
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- 25) Wikipedia, www.wikipedia.org
- 26) Fyns Frimærke Service, www.stamps.dk/en-GB/lot/99543/denmark-odense-soesaetning-af-britiske-tankskib-m-s-lucellum-fra-odense

Other resources:

- 27) Jones, I. W. (2001), Shipwrecks of North Wales. Landmark Publishing Ltd.
- 28) Parry, H. (1969), Wreck and Rescue on the Coast of Wales. Vol 1: The Lifeboats of Cardigan Bay and Anglesey. D. Bradford Barton Ltd.
- 29) Wallace, G. T. (2008), Memories of the Cairn Line of Steamships. And Nautical Tales beyond Leith. City Litho Ltd.
- 30) The National Archives, Kew – references:
 - BT 110/1436/1, BT 381/532, BT 381/1176, BT 381/1656, BT 381/2568, BT 381/3023, BT 381/3548, BT 381/3956, BT 389/19/222, BT 395/1/30305, BT 395/1/31570, BT 395/1/31571, BT 395/1/69263, BT 395/1/70896, BT 395/1/73454, BT 395/1/84798, BT 395/1/99623
- 31) Lloyd's Registers, years 1938–1939 to 1945–1946

Appendices:

Appendix A – Lloyd’s Registers entries for the *Lucellum*

Years	Number
1938–1939	88925
1939–1940	28742
1940–1941	78551
1941–1942	27713
1942–1943	77827
1943–1944	28538
1944–1945	79699
1945–1946	28708

Appendix B – The Timeline for the *Lucellum*

