

Forgotten Wrecks
of the
First World War

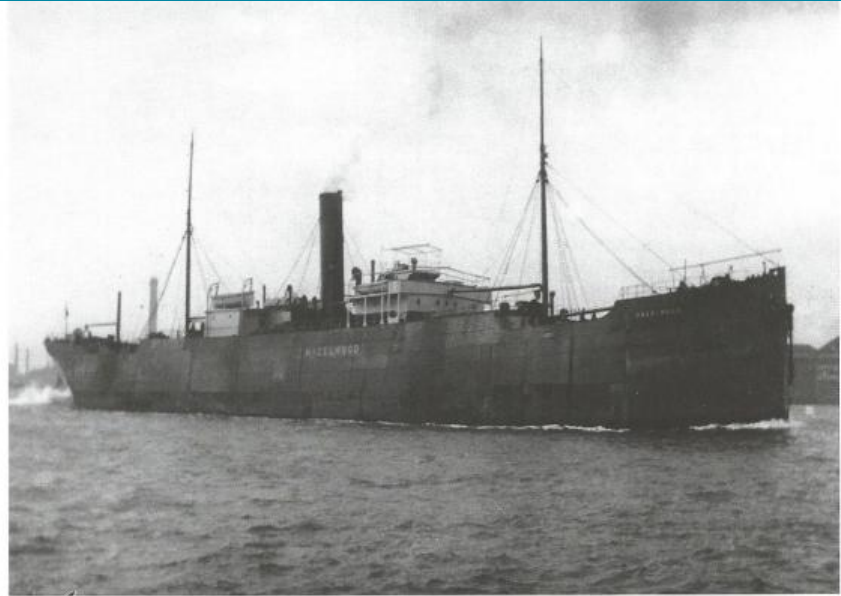


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2018

SS Hazelwood

Site Report





FORGOTTEN WRECKS OF THE FIRST WORLD WAR

***SS HAZELWOOD* SITE REPORT**



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i Acknowledgments

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Special thanks also to local dive boat skipper and historian Dave Wendes who made his research collection available for scrutiny by MAT staff.

MAT staff involved in fieldwork: Jan Gillespie, Brandon Mason and Garry Momber.

MAT staff involved in research and reporting: Jan Gillespie, Laura Johansson, Jasmine Noble Shelley, Julie Satchell.

ii Copyright Statement

This report has been produced by the MAT with the assistance of funding provided by the Heritage Lottery Fund through their Heritage Grants Programme. Unless otherwise stated all images are copyright of the MAT.

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1. Project Background

Forgotten Wrecks of the First World War is a Heritage Lottery Funded project which is dedicated to raising the profile of a currently under-represented aspect of the First World War. While attention is often focused on the Western Front and major naval battles like Jutland, historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries.

With over 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores.

The study and promotion of these archaeological sites presents a unique opportunity to better interpret them and improve physical and virtual access.

The project focuses on underwater and coastal sites between Kent and Cornwall, which include merchant and naval ships, passenger, troop and hospital ships, U-boats, ports, wharfs, buildings and foreshore hulks. These sites, under water and on the foreshore, have been degrading and deteriorating due to natural and human processes for approximately 100 years and, as a result, are extremely fragile. In many cases, this project represents a final opportunity to record what remains on the seabed and foreshore before it is lost forever.

The project aims to characterise the nature and extent of the maritime First World War archaeological resource surviving on the south coast's seabed and around the coast. This will enable an understanding of maritime activity just off our shores during the conflict and provide a window onto some of the surviving sites. While it will not be possible to visit and record all c.1,100 vessels dating to the First World War, lost off the south coast of England, a representative sample of sites have been selected for more detailed study, analysis and interpretation. This report collates information collected during the project, relating to one of the south coast's First World War wrecks, namely that of *SS Hazelwood*.

2. Methodology

General detail on the methodologies employed during the project are outlined within *Forgotten Wrecks of the First World War: Project Methodology Report*, this report section concentrates on approaches and resources relating specifically to the SS *Hazelwood*.

2.1 Desk Based Historic Research

Online information/sources

A range of online sources were searched for information on Hazelwood, with the following being identified:

Pastscape:	http://www.pastscape.org.uk/hob.aspx?hob_id=1610079&sort=4&search=all&criteria=hazelwood&rational=q&recordsperpage=10 http://www.pastscape.org.uk/hob.aspx?hob_id=1148912&sort=4&search=all&criteria=hazelwood&rational=q&recordsperpage=10&p=0&move=p&nor=29&recfc=0
Wrecksite EU:	http://www.wrecksite.eu/wreck.aspx?79289
Uboat.net	http://www.uboot.net/wwi/ships_hit/search.php http://www.uboot.net/wwi/types/?type=UC+II
Other URL:	http://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=MWX2320&resourceID=1012 https://www.bing.com/search?q=Joseph+Constantine%2c+Middlesbrough&PC=LCTS&first=11&FORM=PORE http://www.themenoflochbroom.com/profiles/detailed_profile_061.htm http://www.britishnewspaperarchive.co.uk/

Records at The National Archives

Research was further extended through visits to view relevant material held at The National Archives at Kew, the following documents were examined:

Document Title	Ref.	Where	Date accessed
British Merchant vessels sunk and captured by the enemy September 1917 – February 1918	ADM137/2963	TNA	2017
English Channel: Various Subjects; September-December 1917	ADM 137/1340	TNA	2017
English Channel: German Submarines, October 1917	ADM 137/1344	TNA	2017
Shipping register Transcripts	BT110-324/13	TNA	2017
Photograph of the SS <i>Hazelwood</i> from Dave Wendes private collection	RA Snook/FW Hawkes collection		2017

Document Title	Ref.	Where	Date accessed
Crew list in detail, document dated 1915.	BT 99/3124/16	TNA	2017
Crew list in detail, document dated 1915.	BT 99/3124/17	TNA	2017
Crew list in detail, document dated 1915.	BT 99/3124/18	TNA	2017
Crew list in detail, document dated 1915	BT 99/3124/19	TNA	2017
Agreements and crew lists	BT/99/3025	TNA	2017
Agreements and crew lists	BT 99/3124	TNA	2017
Agreements and crew lists	BT 99/3128	TNA	

Records at other archives/collections

The personal records relating to *SS Hazelwood* of historian Dave Wendes were consulted with his kind permission. A photograph of the ship in his records from the RA Snook/FW Hawkes collection is presented in this report.

2.2 Associated Artefacts

While the Forgotten Wrecks project had a non-recovery policy, where possible, the project aimed to 'virtually reunite' artefacts historically recovered from the Forgotten Wrecks.

Research identified six artefacts that have been reported to the Receiver of Wreck (Droit A/933), as indicate on the Pastscape record they are one sounding lead, one porthole, two valves and two gauges. These artefacts are assumed to be in private ownership.

2.3 Site Visit/Fieldwork

Forgotten Wrecks site visits and fieldwork aimed to:

- Provide opportunities for volunteers to access and take an active role in the recording and research of a range of different types of maritime First World War site.
- Record extant remains for heritage records.
- Record extant remains for public dissemination, enabling 'virtual' access for those not able to achieve physical access.

The most appropriate methods for site recording were chosen on a site-by-site basis, and included: site sketch, measured survey, photography and/ or video.

Forgotten Wrecks funded diving from the dive boat *Wight Spirit* took place on the wreck of the *SS Hazelwood* on 12 August 2016 and 16 June 2017.

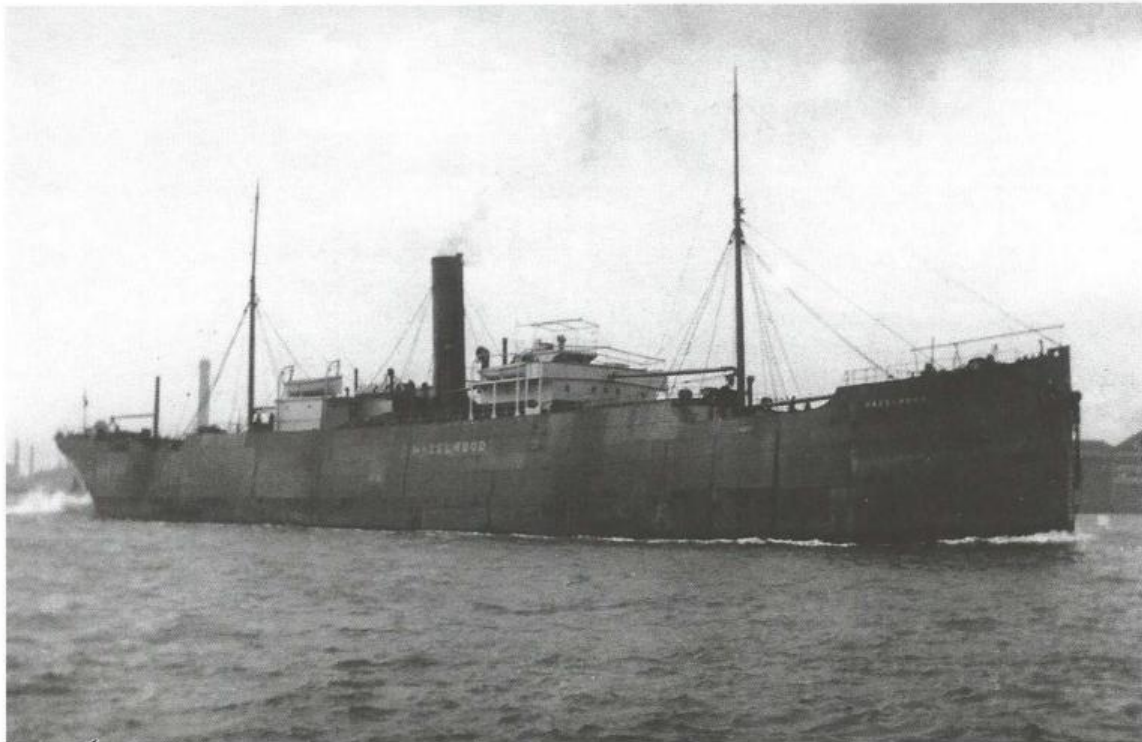
Initial dives aimed to assess the condition of the remains and obtain a sketch drawing, then to build on this information with a measured sketch/survey and photographic recording where possible.

A total of seven divers (four professional divers from MAT and three volunteers) undertook a total of 400 minutes diving on the wreck over the two days. The dive team used self-contained breathing apparatus (SCUBA) with a breathing gas of enriched air nitrox (EANx) using accelerated decompression procedures.

The very dark black-out conditions on the first dive prevented the use of video to record the site as intended and photography proved difficult. Conditions were slightly improved on the second dive but still very dark.

3. Vessel Biography: SS *Hazelwood*

SS *Hazelwood* was chosen as one of the Forgotten Wrecks case study sites because the identity of the wreck thought to be that of the *Hazelwood* had not been conclusively proven. The vessel also represents one of the vessels sunk with all hands (crew of 32) during the First World War.



SS *Hazelwood*.

Courtesy R A Snook/F W Hawks collection.

Figure 1: SS *Hazelwood*
(courtesy of Dave Wendes (South Coast Shipwrecks, 2006: from RA Snook/FW Hawks collection)

3.1 Vessel Type and Build

SS *Hazelwood* was built by Roper & Son in Stockton and completed in February 1904. The ship was a steel screw steamer with one deck having a gross tonnage of 3120. The 325ft (c.99m) long ship had a beam of 48ft (c.14.5m) and was powered by a three cylinder triple expansion engine with two single ended boilers. Nominal horse power was 273 (Wendes, 2006:106).

3.2 Pre-war Career

Built for and operated initially by Joseph Constantine, and manager, Warley Pickering, both of Middlesbrough, the vessel *Hazelwood* was quickly plying its merchant trade from the UK. Prior to the war, ownership remained with Joseph Constantine and three other Constantines, Pickering renounced his 29 shares by 1912 passing them to Ella Pickering who married, retaining her 29 shares. There were four other shareholders each with one of the 64 shares, and in October 1916, all shares passed to The Gascony Steamship Co Ltd of Middlesbrough (TNA BT/110/324/13).

A brief summary of the ship's voyages through pre-war years offers an indication of the locations to which *Hazelwood* sailed prior to the war (The British Newspaper Archive, 2017):

Left Santos for the Plate on 12/04/1904	<i>Shields Daily Gazette</i> - 15 April 1904
Arrived St Vincent on 23/06/1904	<i>London Daily News</i> - 24 June 1904
Sailed from Buenos Ayres on 06/12/1906 for UK/Europe	<i>The Scotsman</i> - Monday 10 December 1906
Arrived at Va (Virginia???) on 21/03/1907 from	*04 April 1907

Tampico	
Arrived at Gulfport on 12/05/1907 from Sabine Pass	*16 May 1907
Sailed from Barry on 16/07/1907 for Las Palmas	*19 July 1907
Arrived at Gulfport on 14/07/1907 from Rosario	*31 July 1907
Cleared Huelva on 20/08/1907 for Baltimore	*23 August 1907
Arrived at Baltimore on 05/09/1907 from Huelva	*19 September 1907
Left Baltimore on 26/09/1907 for Tampico	*01 October 1907
Arrived Tampico on 08/10/1907 from Baltimore	<i>Belfast Telegraph</i> - 29 October 1907
Arrived at Bremen on 16/12/1907 from Pensacola	*19 December 1907
Sailed from St. Vincent on 03/02/1908 for Buenos Ayres	*08 February 1908
Arrived London on 28/04/1908 from Buenos Ayres	*01 May 1908
At Puerto Borghi in early January 1910	<i>Shields Daily Gazette</i> - 15 January 1910
Arrived at Victoria, Brazil on 23/12/1910 from Antwerp	<i>The Scotsman</i> - 28 December 1910
Left Portland on 06/03/1912	<i>Shields Daily News</i> - 22 March 1912
Left Las Palmas on 19/09/1912 for Limerick	Hartlepool Northern Daily Mail - 27 Sept 1912
Left Norfolk on 15/06/1914 for Zaandam	Daily Gazette for Middlesbrough - 18 June 1914

* from the publication *Irish News* and *Belfast Morning News* through the British Newspaper Archive and BT 110/324/13 at The National Archives.

3.3 First World War Use & Loss

The *Hazelwood* was a British vessel, owned and operated by Constantine & Pickering Steam Ship Company (official number 113908). At the time of the sinking the *Hazelwood* was on route from the Tyne bound for Nantes with a 32 man crew and was carrying a cargo of coal. The vessel was armed with a 12 pound, 12cwt stern gun.

On 19 October 1917, the *Hazelwood* was lost without sending a distress call. There was speculation as to where and how it was lost. Initially it was believed that *Hazelwood* had struck a German mine laid by German submarine UC-62, the basis for this being a passing vessel, the SS *Estonian* heard shouts from the water (Pastscape, 2015). *Estonian's* master, Captain T Jones, reported they were in a position 22 ½ miles west of St. Catherine's Light when they heard the shouts in the darkness off the starboard bow, which he believed to be shipwrecked crew. He issued a distress call but could not stop to rescue crew owing to the danger of being attacked. Responding patrol boats found the *Hazelwood's* papers in a bag not far from the position reported by the *Estonian* and the body of the *Hazelwood's* steward was found (Wendes, 2006). Some sources suggest that the shouts from the water could also have been after a torpedo strike, and this possibility is plausible when German submarine UC-75's log was subsequently scrutinised indicating that the ship thought originally to have been torpedoed by it, SS *Britannia*, could have been the *Hazelwood* (U-boat.net, 1995-2017).

Mines had be laid my UC-62 between Anvil point and the Needles on 13 October 1917 (likely a field of 12 mines), nine mines were swept by minesweepers on 15 October 1917. Other sources therefore believe it is likely that it was one of these mines that accounted for the sinking of the *Hazelwood*, another one sank the SS *Hartburn* three days earlier (Wendes, 2006).

By all accounts, the *Hazelwood* sank rapidly without any survivors. The location is 22 ½ miles west of St Catherine's on the Isle of Wight and eight miles south east of Anvil point (TNA ADM 137/1340, ADM 137/1344) .

3.4 Associated Vessels

UC-75 is thought in some sources to have possibly torpedoed the *Hazelwood*. Launched on 6 November 1916, UC-75 was a type UCII German submarine commanded by George Paech, then Johannes Lohs (who may have sank *Hazelwood*), then Walter Schmitz. Initially in I Flotilla, it was reallocated on 5 August 1917 into Flandern II Flotilla, and carried out, in total, 13 patrols, sinking 56 ships totalling 82,864 tons, damaging eight ships totalling 40,021 tons, and sank two warships totalling 1,555 tons. On 31 May 1918, it was rammed and sunk by HMS *Fairy* while attacking a convoy, 19 men died and there were an unknown number of survivors. UCII submarines were a coastal minelayer class having seven torpedoes fired through either of two bow tubes or one stern tube, carrying 18 mines, and a 188mm deck gun.

UC-62 is the submarine that laid the mine that possibly sank the *Hazelwood*. This was a UCII class U-boat under the command of Oberleutnant Max Schmitz launched on 9 December 1916 and part of the Flandern Flotilla from March 1917. Under the same commander, UC-62 sank in the region of 11 ships (16,735 tons) and damaged three (3,057 tons). The submarine was finally lost with all hands on 14 October 1917 when it was mined on the Thornton Bank near Zeebrugge. 30 men perished including the commander Max Schmitz. The UC-62 was identified by markings on both propellers, it was previously thought to have been mined off Portland (Uboat net, 1995-2017).

3.5 People Associated with the SS *Hazelwood*

According to Wrecksite EU and PastScape, there were 32 on board *Hazelwood* and no survivors. Wrecksite EU gives a detailed list of survivors but only 31. The “missing” person has not been accounted for. Within the detailed list, there are 21 British, three Eire, two Spanish, two Greek, one Japanese, one Australian, and one West Indian. The crew list can be found in Section 8.1 of this report.

In the casualty list, it is interesting that the Master, James Fortune Anderson, was born in Paisley and married to Elsa Margarete whose address is given as Kaiser Friedrich Strasse without the city, but this appears to be in Berlin. William James Cox, a Leading Seaman, is attributed as having a Long Service and Good Conduct Medal.

Nobody in the detailed list is identified as a “Gunner”, however, Murdo Maclean who lost his life is attributed as being a gunner (The Records of the Men of Loch Broom, no date).

3.6 Post-loss Activity

Due to the query over the exact position of the sinking of the *Hazelwood* there has historically been some confusion as to whether the wreck at this position might be that of the *Saxmundham*. The wreck is charted as being ‘possibly’ the *Hazelwood*. Extensive research carried out by historian and Dive boat skipper Dave Wendes, now makes all the evidence point to the likelihood that the wreck in this position is that of the *Hazelwood*.

4. Seabed Remains

4.1 Site Location and Environment

The *Hazelwood* is located 22 miles west of St Catherine’s light and 8 miles south east of Anvil point at position 50.47444 -1.8552 WGS84 (UKHO) (Figure 2). Although the identity of the wreck is still not positively proven, the position of the wreck is very close to the position where the men were heard shouting in the water by the crew of the SS *Estonian*.

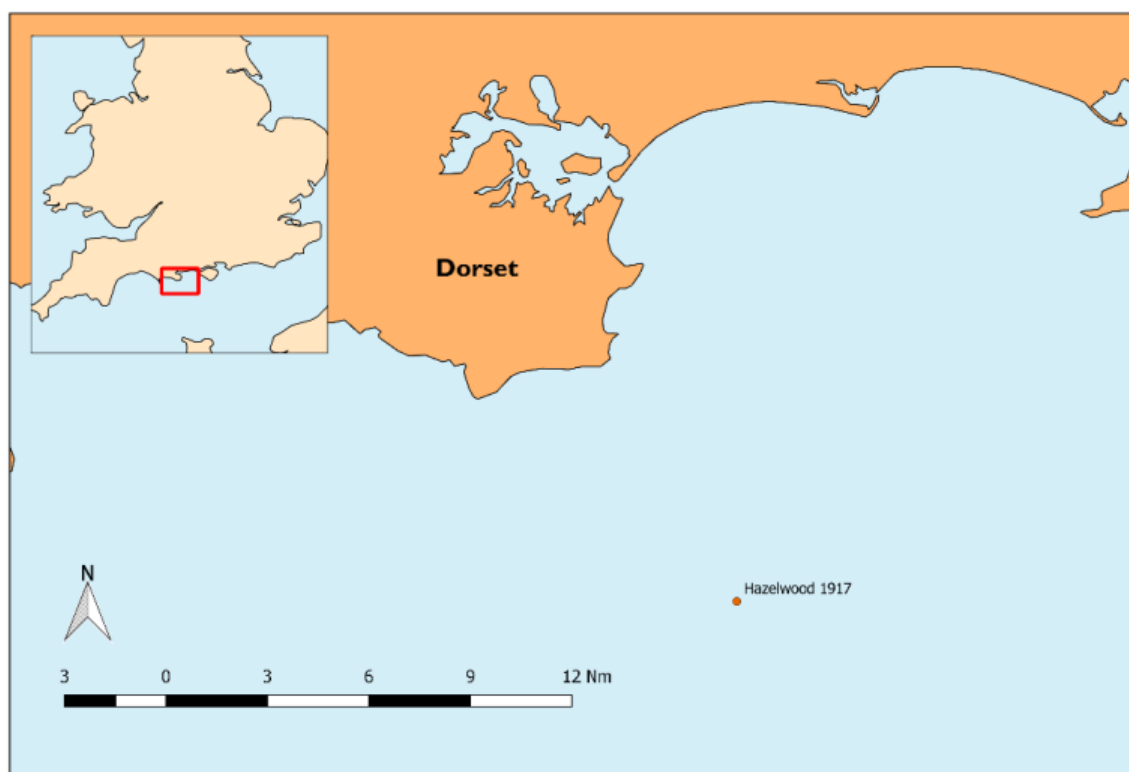


Figure 2: Location of the wreck of SS *Hazelwood*

The wreck rests on a seabed of sand and shingle and is adjacent to a sand bank which appears to be relatively mobile. The Hydrographic Office wreck index indicates that that a 4-5m sand bank migrates back and forth across the site sometimes burying/or exposing parts of the wreck.

4.2 Archaeological Methodology

A dive in 2015 was hampered by very poor visibility a further dive in 2017 saw very dark conditions and a photogrammetry survey was carried out.

Tasks that might help with the identification of the wreck:

- Locate the box arrangement on the 2010 plan drawing by John Liddiard (Figure 6) described as ‘maybe part of gun mount.’ Carry out a close visual survey to establish whether there is a gun present nearby.
- Look for evidence of small (ie 3/4 up to 1” diameter) brass tubes in the midships section, probably in short lengths, which might indicate that the condenser has been salvaged. If such tubes are there in abundance and 2 –3 metres long then it has not been salvaged.
- Visual survey to try to locate engine pistons. It appears the engine has been blown apart or at least, has heavily degraded as there is little evidence of the engine block.
- Measure any pistons if located. If the wreck is the *Hazelwood* there ought to be a third piston on site.
- Search midships section for a possible donkey boiler.

4.3 Description of Surviving Vessel Remains

The wreck of the *Hazelwood* rests in around 40m of water with it’s highest part standing about six metres proud of the seabed. It is orientated with the bows to the NNE and is in an area where the sand shifts around, frequently covering and uncovering parts of the wreck.

Divers searched for clues for positive identification of the wreck in dark and murky condtions and photogrammetry was carried out around the wreck by two divers each using a Nikon D700 DSLR

camera in a Sealux CD7000 camera housing with one Orcalight Seawolf 1860 diving light in a rugged casing. One began at the stern moving forwards and the other from the bow moving aft.

The steel hull is broken in many places with the hull plates laying around the seabed as are the fittings. The bow is lying over towards its starboard side with a mass of anchor chain and signs of an anchor winch near the bow.

A lot of the forward structure is buried, parts of another winch is evident when moving aft from the bow area. The two boilers were located but partly buried (Figure 3), a donkey boiler (smaller auxiliary boiler) was not observed.



Figure 3: Boiler partially buried, various structural debris can be seen in the sand next to it

No evidence of the brass tubes were located in the midships section so still difficult to tell if the condenser has been salvaged or not, particularly in the prevailing conditions.

A piston was located behind the boiler but no others were spotted in the poor conditions. The bore of the piston was measured to be 50cm but none of the rods were sighted (Figure 4 and 5). The engine is reported to be broken but much of it could have been covered by the shifting sands.



Figure 4: Pistons (in the distance) amongst a jumble of possible engine mountings



Figure 5: Piston with partially buried boiler in view

Moving towards the after area of the wreck various metal structure was encountered with parts of the propeller shaft in place running along towards the stern, but much of the remains were sparse and could be buried beneath the mobile sand and shingle.

A drawing by John Liddiard in 2010 which was listed as the *Saxmundham* is now believed to be that of the *Hazelwood* (Figure 6). The drawing indicates that bollards are present at the stern and that there is a box which it is speculated could be part of a gun mount. There is no mention on the drawing that the gun was present and no gun was located during the Forgotten Wrecks dives.

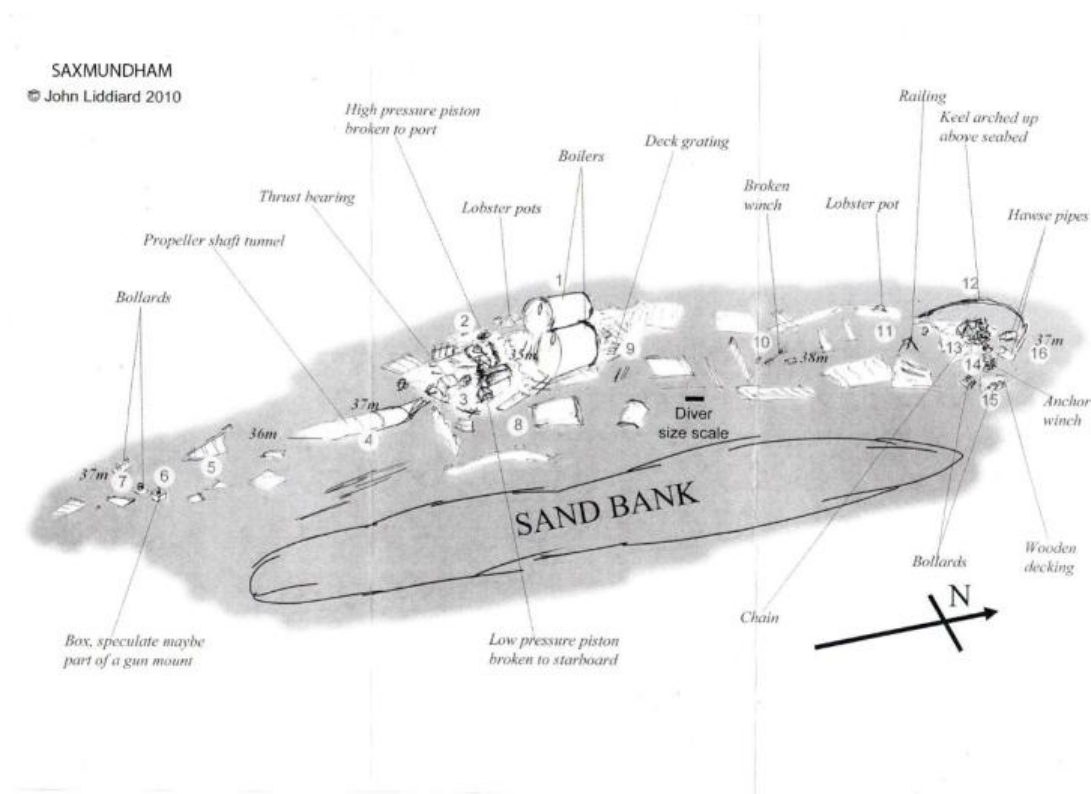


Figure 6: A drawing of the *Hazelwood* (formally believed to be the *Saxmundham*) (©John Liddiard, reproduced with permission)

The condition of the *Hazelwood* is consistent with what might be expected of a wreck that has survived the natural processes within the area in which it lies for a century. Although the extant remains appear partially broken down, it is suspected that some elements of the ship may still remain moderately preserved beneath the shifting sands.

5. Recovered Artefacts

Recovered artefacts reported to the Receiver of Wreck from the site thought to be the *Hazelwood* are listed as Droit A/933.

Artefact classification 'Fixtures and Fittings':

- Porthole
- Two valves
- Two gauges

Artefact classification 'Navigation':

- Sounding lead

6. Site Significance & Potential Further Research

The cause of the loss of the *Hazelwood* and the exact position the ship sank is somewhat inconclusive according to some sources. Confirming the identity of the site is important for developing better understanding and management of the submerged wreck, it would also enable positive commemoration to all 32 who lost their lives in the sinking. In good underwater visibility, and because of the shifting sands, other clues and interesting features have the potential to become apparent to help understand the site, making this wreck a good candidate for future research and investigation to prove positively its identity.

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http://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=MWX2320&resourceID=1012
Accessed 28/8/2017

Pastscape (2015). Hazelwood. Available at:
http://www.pastscape.org.uk/hob.aspx?hob_id=1610079&sort=4&search=all&criteria=hazelwood&ational=q&recordsperpage=10 Accessed 14/9/2017

The Records of the Men of Loch Broom (no date). 83098 Gunner Murdo Maclean, RNR available at:
http://www.themenoflochbroom.com/profiles/detailed_profile_061.html Accessed 23/10/17

Uboat net (1995-2017). UC-62. Available at:
<https://www.uboa.net/wwi/boats/?boat=UC+62> Accessed 14/9/17

Uboat net (1995-2017). UCII. Available at: <http://www.uboa.net/wwi/types/?type=UC+II> Accessed 23/10/17

Wrecksite EU (2001-2017). Hazelwood? Available at: <http://www.wrecksite.eu/wreck.aspx?79289>
Accessed 14/9/17

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Wendes, D. (2006). *South Coast Shipwrecks off East Dorset and Wight 1870-1970*. BAS Printers. pp106.

8. Appendices

8.1 Crew List

The Crew List taken from the Wrecksite EU website (which is taken from the Tower Hill memorial) names 31 men but 32 were reported lost.

ALVAREZ, JOSE (23), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, Born in Spain, Memorial: Tower Hill Memorial

ANDERSON, JAMES FORTUNE (35), Master, *Hazelwood*, †19/10/1917, Son of John Anderson and Helen Bruce Anderson, of 26, Feagushe, Paisley; husband of Elsa Margarete Anderson, of 5, Kaiser Friedrich Strasse, Germany, Memorial: Tower Hill Memorial

ANSTEE, WILLIAM (44), Able Seaman, S.S. *Hazelwood*, †19/10/1917, Son of Margaret Anstee (nee Costello), of 8, Hutchison Avenue, Aldgate, London, and the late John Anstee. Born at Marylebone, Memorial: Tower Hill Memorial

BIGELON, ARTHUR GOWLAND (32), First Engineer, S.S. *Hazelwood*, †19/10/1917, Son of Gowland and Sarah Bigelon; husband of Isabella Thompson Bigelon (nee Turnbull), of 15, Carlyon St., Sunderland. Born at Sunderland, Memorial: Tower Hill Memorial

BLACK, CHARLES ROBERT (33), Second Mate, S.S. *Hazelwood*, †19/10/1917, Son of Rosalind Black, and the late Robert Black; husband of Annie Elizabeth Black (nee Baron), of 8, Blenheim St., Hull. Born at Hull, Memorial: Tower Hill Memorial

BUTLER, T T (17), Second Cook, S.S. *Hazelwood*, †19/10/1917, Son of Mr. and Mrs. Butler, of 10, Waterville Terrace, North Shields. Born at North Shields, Memorial: Tower Hill Memorial

CANNON, GEORGE (41), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, Son of the late Patrick and Annie Cannon. Born at Hull, Memorial: Tower Hill Memorial

CHRISTIE, PHILIP WILLIAM (53), Boatswain, S.S. *Hazelwood*, †19/10/1917, Son of the late Ann Christie. Born at Blackhills, Ord, Banff, Memorial: Tower Hill Memorial

COX, WILLIAM JAMES (33), Leading Seaman (no. 204997), S.S. *Hazelwood*, †18/10/1917, Long Service and Good Conduct Medal. Son of James and Agnes Cox, of Brixham, Devon. Service: RFR/DEV/B/5623, Memorial: Plymouth Naval Memorial

DONOVAN, MICHAEL (42), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, (Served as AHERN), Son of the late Daniel and Hannah Donovan (nee Sullivan). Born at Cork, Memorial: Tower Hill Memorial

FRAMPTON, GEORGE (44), Chief Steward, S.S. *Hazelwood*, †19/10/1917, Son of John Samuel and Charlotte Frampton; husband of Elizabeth Ann Frampton (nee Lorimer), of 107, Collingwood St., South Shields. Born at Sydney, New South Wales, Memorial: Tower Hill Memorial

GIBSON, JOHN WILLIAM (35), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, Son of John William and Elizabeth Gibson (nee Brown), of 4, Ernest St., Jarrow, Co. Durham, Memorial: Tower Hill Memorial

GONZALEZ, FEDERICO (23), Sailor, S.S. *Hazelwood*, †19/10/1917, Born in Spain, Memorial: Tower Hill Memorial

HENRY, JOHN (33), Able Seaman, S.S. *Hazelwood*, †19/10/1917, Born at Saba, West Indies, Memorial: Tower Hill Memorial

KELLY, JOHN JOSEPH (20), Wireless Operator, S.S. *Hazelwood*, †19/10/1917, Son of Mary Kelly, of Longford House, Laird St., Birkenhead, and the late John Kelly, Memorial: Tower Hill Memorial

LILBURN, ARTHUR (37), Ordinary Seaman, S.S. *Hazelwood*, †19/10/1917, Born at North Shields, Memorial: Tower Hill Memorial

MACLEAN, MURDO (37), Seaman (no. 8309A), S.S. *Hazelwood*, †18/10/1917, Son of Mr. and Mrs. MacLean, of Canniscoille, Achiltibuie, Ross-shire, Memorial: Portsmouth Naval Memorial

MANGOS, K (31), Able Seaman, S.S. *Hazelwood*, †19/10/1917, Born in Greece, Memorial: Tower Hill Memorial

MARSHALL, JOHN HENRY (48), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, Husband of Sarah Jessie Marshall (nee Steen), of 17, Meadow St., Landport, Portsmouth. Born at Exeter, Memorial: Tower Hill Memorial

NYHAN, T (43), Able Seaman, S.S. *Hazelwood*, †19/10/1917, Born at Dublin, Memorial: Tower Hill Memorial

OAKTREE, WILLIAM CHARLES (19), Mess Room Steward, S.S. *Hazelwood*, †19/10/1917, Son of Peter and Augusta Oaktree, of 4, Ryder's Terrace, Strickland St., Hull. Born at Hull, Memorial: Tower Hill Memorial

PURVIS, ALBERT HARRY (41), First Mate, S.S. *Hazelwood*, †19/10/1917, Husband of Jane Purvis, of 6, Wallisfield Rd., Clapton, Middlesex. Born at South Shields, Memorial: Tower Hill Memorial

ROSENBERG, LESLIE (19), Ordinary Seaman (no. TynesideZ/10143), S.S. *Hazelwood*, †18/10/1917, Son of Harry and Marie Rosenberg, Memorial: Chatham Naval Memorial

ROSSOLIMOS, P (31), Able Seaman, S.S. *Hazelwood*, †19/10/1917, Born in Greece, Memorial: Tower Hill Memorial

SCARFE, JOHN JAMES (33), Second Engineer, S.S. *Hazelwood*, †19/10/1917, Son of Robert and Sarah Jane Scarfe; husband of Maggie Ingham Scarfe (nee Dobson), of 118, Talbot Rd., South Shields. Born at South Shields, Memorial: Tower Hill Memorial

SCURR, GEORGE (24), Ordinary Seaman, S.S. *Hazelwood*, †19/10/1917, Son of George Henry and Mary Alice Scurr, of 24, Seymour St., North Shields, Memorial: Tower Hill Memorial

SMITH, GEORGE (18), 2nd Steward, S.S. *Hazelwood*, †19/10/1917, Son of the late John and Sarah Jane Smith, Memorial: Tower Hill Memorial

TAKAHASHI, TOGO S. (29), Ship's Cook, S.S. *Hazelwood*, †19/10/1917, Son of the late Kacogie Takahashi; husband of Margaret Ann Takahashi (nee Wilson), of 8, Coronation St., North Shields. Born in Japan, Memorial: Tower Hill Memorial

TUOHY, MICHAEL (54), Donkeyman, S.S. *Hazelwood*, †19/10/1917, Husband of Margaret Tuohy (nee Hickey), of 6, Mall Lane, Waterford, Co. Waterford. Born at Limerick, Memorial: Tower Hill Memorial

WILSON, WILLIAM (41), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, Son of James and Mary Wilson; husband of Mary Wilson (nee Fitzsimons) of 7, Blandford St., Sunderland. Born at Murton, Co. Durham, Memorial: Tower Hill Memorial

WOOD, JOHN (51), Fireman and Trimmer, S.S. *Hazelwood*, †19/10/1917, Son of the late Mr. and Mrs. Thomas Wood; husband of Mary Wood (formerly Dent, nee Keith), of 14, Edward St., South Shields. Born at Armfield Plain, Co. Durham, Memorial: Tower Hill Memorial.

There are references to individual casualties found here:

- a) http://www.themenoflochbroom.com/profiles/detailed_profile_061.html relating to Gunner Murdo MacLean.
- b) <http://www.wartimememoriesproject.com/greatwar/view.php?uid=214998> relating to stoker John Gibson.
- c) <http://www.devonheritage.org/Places/Brixham/BrixhamWarMemorial1914-1918Page3.htm> relating to Leading Seaman W.J. Cox.

Memorials to the lost crew can be found at:

Tower Hill Memorial

<http://www.cwgc.org/findcemetery/cemetery/90002/TOWER%20HILL%20MEMORIAL>

Chatham Naval Memorial

<http://www.cwgc.org/findacemetery/cemetery/142000/CHATHAM%20NAVAL%20MEMORIAL>

Portsmouth Naval Memorial

<http://www.cwgc.org/findacemetery/cemetery/144703/PORTSMOUTH%20NAVAL%20MEMORIAL>

Plymouth Naval Memorial

<http://www.cwgc.org/findcemetery/cemetery/142001/PLYMOUTH%20NAVAL%20MEMORIAL>

Crew lists for the *Hazelwood* prior to the voyage of the sinking can be found here:

Years 1904 to 1913 inclusive and 1917 -

https://www.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=113908

1915 - [http://1915crewlists.rmg.co.uk/crew-](http://1915crewlists.rmg.co.uk/crew-member?crew_member_search%5BlastName%5D=&crew_member_search%5BfirstName%5D=&crew_member_search%5BvesselName%5D=hazelwood&crew_member_search%5Bcapacity%5D=&crew_member_search%5BbirthPlace%5D=&crew_member_search%5Bsubmit%5D=)

[member?crew_member_search%5BlastName%5D=&crew_member_search%5BfirstName%5D=&crew_member_search%5BvesselName%5D=hazelwood&crew_member_search%5Bcapacity%5D=&crew_member_search%5BbirthPlace%5D=&crew_member_search%5Bsubmit%5D=](http://1915crewlists.rmg.co.uk/crew-member?crew_member_search%5BlastName%5D=&crew_member_search%5BfirstName%5D=&crew_member_search%5BvesselName%5D=hazelwood&crew_member_search%5Bcapacity%5D=&crew_member_search%5BbirthPlace%5D=&crew_member_search%5Bsubmit%5D=)

8.2 Newspaper Cuttings

A newspaper cutting announcing the launch of SS *Hazelwood* from the Hartlepool Northern Daily Mail on Saturday 19 December 1903.

LAUNCH AT STOCKTON.

Messrs. Ropner and Son, Stockton-on-Tees, yesterday launched from their yard a steel screw steamer of the following dimensions: Length, 336ft. 3in.; breadth, 48ft.; depth, 24ft. 3in.

The vessel will be classed 100 A at Lloyd's on the three-deck rule, having one deck laid and a tier of hold beams, full poop, long bridge, and T.G. forecastle. Accommodation for captain, officers, and engineers in houses on bridge deck, crew in the forecastle.

The vessel has double bottom for water ballast on the cellular principle, and in after peak. She will be fully equipped with an up-to-date outfit, including quick warping steam windlass, stockless anchors, steam steering gear amidships, and powerful screw gear aft. The appliances for loading and discharging cargoes expeditiously are very complete, and include five steam winches, steam being supplied by a patent multitubular donkey boiler.

The engines will be of the triple-expansion type by Messrs. Blair and Co., Ltd., of Stockton, of about 1,100 i.h.p., having two steel boilers, 15ft. 3in. by 10ft. 3in., 160lbs. steam pressure.

The vessel has been built to the order of Messrs. the Constantine and Pickering Steamship Company, Middlesbrough, and the christening ceremony was gracefully performed by Miss E. L. Thomson, Linthorpe, Middlesbrough, who gave the vessel the name of Hazelwood.

Figure 7: Newspaper cutting announcing the launch of the SS *Hazelwood*
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