

Research Form

Forgotten Wrecks of the First World War

During the Maritime Archaeology Trust's Heritage Lottery funded Forgotten Wrecks of the First World War project, scores of volunteers undertook online research into vessels that were lost off the south coast of England during the First World War.

Their findings were used to populate the project database and contributed to Site Reports. Both are publicly available via the Forgotten Wrecks website.

These Research Forms contain their findings and represent many hours of hard and diligent work. We would like to take this opportunity to thank our amazing volunteers.

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LOTTERY FUNDED



LED BY **IWM**



Wreck / Site Name	SS Britannia 19.10.1917
Volunteer Name	Roger Burns

Fascinating Fact (or similar – free text)	<p>1. In <i>Clip</i> alone, there are almost 200 vessels named Britannia. 7 British and 1 Danish vessel of this name were sunk by German submarines in WW1.</p> <p>2. PIG IRON is the intermediate product of smelting iron ore, having a very high carbon content, making it very brittle and not useful. The shape of the traditional moulds was a branching structure with many individual ingots at right angles. This configuration is similar in appearance to a litter of piglets suckling on a sow, hence the name pig iron.</p>	<p><i>Clip</i></p> <p>Wrecksite EU</p>
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<p>Anything Else?</p> <p>Have you come across anything else that doesn't otherwise fit within the table? Other sources of information for example? If so, include it here.</p>	<p>1. TNA – ADM 137/1340 ADM 137/1344 BT 110/260/36 – Ship Britannia BT 400/3430/30 – Crew details 1915, Hendry Master. BT 400/3430/31 – Crew details 1915, Barron Master. BT 400/3430/32 – Crew details 1915, Alexander D Kelman Master. BT 99/1635 – crew agreements but no details – 1889. BT 99/1758 – crew agreements but no details – 1892. BT 99/2578 – Crew agreements but no details – 1908. BT 99/3292 – Crew agreements but no details – 1917.</p> <p>1A – Crew list 1890 to 1917 - https://www.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=94527</p> <p>2. People on board who lost their lives, including the Master:</p> <p>ATHERTON, ROBERT (40), Assistant Steward, S.S. Britannia, †19/10/1917, Son of Ann Atherton, of 5, Elgin Terrace, Edinburgh, and the late Samuel Atherton; husband of the late Margaret Jane Atherton (nee Kirkconnell). Born at Bethesda, North Wales, Memorial: Tower Hill Memorial.</p>	
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See also <http://www.bbc.co.uk/news/uk-wales-36461000> which includes Robert "Bobby" Atherton, who won 9 caps for football with Wales – an inside right, his clubs included



HIBERNIAN FOOTBALL CLUB.
WINNERS OF SCOTTISH CUP, GLASGOW CHARITY CUP, ROSEBERRY
Bobby Atherton, captain of cup-winning Hibernian in 1902, in the front row centre with the ball. The feat was not repeated by the club until this year

Hibernian - he was captain and memorably lifted the Scottish Cup in 1902 and also led them to the league title. Retired from playing, Atherton moved back to Edinburgh, where he joined the Merchant Navy as a steward.

Anything Else?

Have you come across anything else that doesn't otherwise fit within the table? Other sources of information for example? If so, include it here.

BROOKS, JAMES TAYLOR (29), Fireman, S.S. Britannia, †19/10/1917, Son of Mary Moyes Brooks and the late Isaac Brooks; husband of Helen Brooks (nee Boyd), of 16, Fox St., Leith. Born at Stirling, Memorial: Tower Hill Memorial.

CAMPBELL, SMITH (48), Steward, S.S. Britannia, †19/10/1917, Son of George and Mary Arm Campbell; husband of May Campbell (nee Cathro), of 8, Waverley Place, Leith. Born at Caithness, Memorial: Tower Hill Memorial.

DONALDSON, GEORGE BARON (19), Able Seaman, S.S. Britannia, †19/10/1917, Son of John and Elizabeth Donaldson (nee Graham), of 83, Waterloo Rd., Middlesbrough. Born at Enfield, Middx, Memorial: Tower Hill Memorial.

FORD, HENRY (46), Fireman, S.S. Britannia, †19/10/1917, Son of John and Hannah Ford; husband of Margaret Ford (nee Donoghue), of 49, Wellington St., Middlesbrough. Born at Flamborough, Memorial: Tower Hill Memorial.

FORD, WILLIAM YOUNG (64), First Engineer, S.S. Britannia, †19/10/1917, Husband of Jane Ford, of 44, Merchiston Avenue, Edinburgh. Born at Edinburgh, Memorial: Tower Hill Memorial.

HENDRY, WILLIAM (57), Master, Britannia, †19/10/1917, Husband of Isabella Hendry, of 4, East Broughton Place, Edinburgh, Memorial: Tower Hill Memorial.

JOHNSON, WILLIAM (31), Able Seaman, S.S. Britannia, †19/10/1917, Son of the late Basil William and Louisa Amanda Johnson; husband of Agnes Lees Johnson (nee Suttie), of 18, Wilkie Place, Leith. Born at Lerwick, Memorial: Tower Hill Memorial.

LAURENSEN, JOHN (64), Able Seaman, S.S. Britannia, †19/10/1917, Son of the late John and Catherine Laurenson; husband of Catherine Laurenson, of 17, East Cromwell St., Leith. Born at Lerwick, Memorial: Tower Hill Memorial.

<p>Anything Else?</p> <p>Have you come across anything else that doesn't otherwise fit within the table? Other sources of information for example? If so, include it here.</p>	<p>LUXTON, CORNELIUS GEORGE, Ordinary Seaman (no. Wales Z/3836), S.S. Britannia, †18/10/1917, Memorial: Plymouth Naval Memorial.</p> <p>MANCLARK, GEORGE LAWSON (44), Fireman, S.S. Britannia, †19/10/1917, Son of the late John and Agnes Lawson Manclark; husband of Clara Manclark (nee Blackie), of 8, Salamander St., Leith, Midlothian, Memorial: Tower Hill Memorial.</p> <p>NELSON, HERBERT WASHINGTON (28), Leading Seaman (no. SS/3137), S.S. Britannia, †18/10/1917, Son of Elizabeth Hannah Owen, of 31, Stour St., Kirkdale, Liverpool. Service: RFR/DEV/B/6107, Memorial: Plymouth Naval Memorial.</p> <p>NOYES, ROBERT JOHN (25), Able Seaman (no. London Z/4072), S.S. Britannia, †18/10/1917, Son of Robert John and Ellen Noyes, of Lambeth, London, Memorial: Chatham Naval Memorial.</p> <p>PARKER, ROBERT MCDOWALL (39), Second Engineer, S.S. Britannia, †19/10/1917, Husband of Christiana Helen Parker, of 6, Pitt St., Leith. Born at Leith, Memorial: Tower Hill Memorial.</p> <p>PETERSON, ARCHIBALD JAMES (47), First Mate, S.S. Britannia, †19/10/1917, Husband of Marion Peterson, of 27, Restalrig Rd., Leith, Memorial: Tower Hill Memorial.</p> <p>PORTEOUS, RICHARD (19), Able Seaman, S.S. Britannia, †19/10/1917, Son of Richard and Jane Finlayson Porteous (nee Campbell), of 24, Balfour St., Leith, Midlothian. Born at Portobello, Memorial: Tower Hill Memorial. Additionally, he is included in the Porteous family Roll of Honour detailed at http://www.porteous.org.uk/casualties.html</p> <p>REID, ANGUS RAIT (23), Cook, S.S. Britannia, †19/10/1917, Son of James and Margaret Thomson Reid, of 8, Admiralty St., Leith, Midlothian, Memorial: Tower Hill Memorial.</p> <p>STAINS, EDWIN (65), Second Mate, S.S. Britannia, †19/10/1917, Son of the late Edwin and Janet Stains; husband of Elizabeth Penman Stains (nee Anderson), of 8, Allan St., Leith. Born at Thurso, Memorial: Tower Hill Memorial.</p> <p>URQUHART, ARTHUR (52), Able Seaman and Boatswain, S.S. Britannia, †19/10/1917, Son of John and the late Catherine Urquhart; husband of Barbara Urquhart (nee McIntosh), of 154, Constitution St., Leith. Born in Shetland Isles, Memorial: Tower Hill Memorial.</p> <p>WILLIAMSON, THOMAS (61), Able Seaman, S.S. Britannia, †19/10/1917, Son of Sophie and the late William Williamson; husband of Annie Spence Williamson (nee Ramsay), of 26, Restalrig Rd., Leith. Born at Mid Yell, Memorial: Tower Hill Memorial.</p> <p>WOXELL, CARL GERHARD FILIP (36), Donkeyman, S.S. Britannia, †19/10/1917, Husband of Emma Christina Woxell (nee Anderson), of 50, North Junction St., Leith. Born at Kalmar, Sweden, Memorial: Tower Hill Memorial</p> <p>WRAY, HARRY (19), Fireman, S.S. Britannia, †19/10/1917, Son of Emily Wray (nee Tilley), of 75, Ayresome St., Middlesbrough and the late Henry Wray, Memorial: Tower Hill Memorial.</p> <p>The Memorials may be found at: http://www.cwgc.org/find-a-cemetery/cemetery/90002/TOWER%20HILL%20MEMORIAL http://www.cwgc.org/find-a-cemetery/cemetery/142001/PLYMOUTH%20NAVAL%20MEMORIAL http://www.cwgc.org/find-a-cemetery/cemetery/142000/CHATHAM%20NAVAL%20MEMORIAL</p>
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3. Details of the three survivors are not found.

4. Heritage Partnership Agreements with MAT, unsigned draft V1 dated July 2013 - http://www.maritimearchaeologytrust.org/uploads/publications/HPA08_SS_Britannia.pdf in which 1.2 *The centre point of the site is currently considered to be at 50° 28.33' North, 001° 44.80' West*

5. *Glasgow Herald* of 22 November 1888 reported that the Earl of Aberdeen, launched the previous day, was specially constructed for the Aberdeen and Newcastle trade. The *Aberdeen Press and Journal* of 22 November 1888 carried a long article naming all the dignitaries present at the launch on 21 November 1888, and included part of the speeches.

6. Trial voyage – according to *Aberdeen Evening Express* of 18/01/1889 – held that day. Weather unfavourable, a heavy sea running, gave very satisfactory results. The sea-going qualities were thoroughly tested, and after a series of trials, a mean speed of just over 12 knots was achieved, with engines running smoothly. The newspaper also reported that it understood its maiden commercial voyage would be on 26 January 1889 under captain M^cBain.

7. *Aberdeen Press and Journal* of 28 August 1889 advertised rates and routes – Aberdeen to Newcastle, average passage 11 hours, weekly departing Saturday and returning Wednesdays. First class cabin 10 shillings (50p and approx. £60 in 2017), second class cabin 5 shillings (25p and approx. £30 in 2017) singles plus 50% for return within 3 months. Aberdeen to Hull, average passage 20 hours, departing Tuesdays and returning Fridays. First class cabin 22.5 shillings (112.5 p and approx. £125 in 2017), second class cabin 15 shillings, (75p and approx. £85 in 2017) singles plus 50% for return ticket within 3 months.

8. *Aberdeen Press and Journal* of 11 August 1905 headlined “Smart Passage from Newcastle” and reported that the Earl of Aberdeen, now under Captain Dove, arrived in Aberdeen with 120 tourists. Newcastle Quay to Aberdeen Harbour took 11.75 hours. Sea was calm and passengers were delighted with the Earl of Aberdeen, most returning the following night.

9. *Aberdeen Press and Journal* of 15 November 1909 contained an advertisement under Aberdeen, Newcastle and Hull Steam Co Ltd for the Aberdeen to Newcastle and Hull routes which used other ships from their fleet. The Newcastle route was weekly on Saturdays returning on Wednesdays, at 10 shillings (50p and approx. £55 in Q3/2017) 6 shillings (30p and approx. £33 in Q3/2017) plus 50% for return fares within 3 months. Hull was Tuesdays or Wednesdays returning on Saturdays, at 15 shillings (75p and approx. £82 in Q3/2107) and 10 shillings (50p and approx. £55 in Q3/2017) plus 50% for return within 3 months. Earl of Aberdeen was advertised as taking cargo every Saturday from Aberdeen to Middlesbrough and Stockton via Newcastle, returning with cargo from the Tees ports via Newcastle every Tuesday. Those fares had hardly changed in 20 years.

10. *Dundee Courier* of Tuesday, 7 January 1913 reported lively scenes at Aberdeen harbour in connection with a seaman’s strike. Only 4 ships have departed Aberdeen since Saturday night, the latest being the Earl of Aberdeen to Newcastle. All steamers which had left have used regular crew. Also reports that yesterday, a meeting of shipowners was held and the owners decided not to grant a further increase, and that the rate of wages be 33s 9d (137p and approx. £144 in 2017). The men were demanding 35shillings (175p and approx. £184 in 2017).

11. *Aberdeen Press and Journal* of 3 September 1914 – one month after WW1 declared – contained a Notice from The Aberdeen, Newcastle and Hull Steam Co Ltd dated 31 August 1914 that until further notice, they intended to have sailings to Newcastle (passenger and cargo) every Saturday but without return tickets, to Hull (cargo only) every Saturday, and to Tees (cargo only) every alternate Tuesday. All sailings subject to change from day to day, and rates were increased by 25%.

12. *Aberdeen Evening Express* of 25 November 1914 reported that SS Earl of Aberdeen was the previous day, while on passage up the Humber, in collision with another vessel, and that the Earl of Aberdeen was not much damaged.

13. *Newcastle Journal* of 3 December 1914.

S.S. EARL OF ABERDEEN. APPLICATION ON BEHALF OF CAPTAIN DOVE. In the Divisional Court, yesterday, application was made for a ruling calling upon the Chief-Constable of Hull to show cause why writ of habeas corpus should not be issued to bring up one Anthony Dove, a master mariner, of Aberdeen. Counsel said the matter concerned the liberty of the subject. Dove's steamer, the Earl of Aberdeen, collided with a British submarine in the river Humber, the submarine being only slightly damaged. Dove was arrested upon arrival Hull, apparently under the orders of the naval centre officer, and was still in civil custody, but no charge of any kind had been preferred against him. A charge had been hinted at, but it was not in the interest of Dove, and possibly not in the interest of the public, that it should be mentioned in open court. Counsel wrote something on a piece of paper, and handed it to their lordships. It was understood to be a description of the suggested charge. Proceeding, counsel submitted that for Dove be detained there must some specific offence or charge against him. He had been just over a week under arrest, and this had not been done. The Court pointed out there was nothing in the regulations which stated that a charge was to be preferred in any particular time, and refused the application.

14. *Newcastle Journal* of 29 December 1914

THE S.S. EARL OF ABERDEEN. ADMIRALTY ACTION AGAINST CAPTAIN DOVE.

The Hull Stipendiary magistrate, yesterday, granted summons, under the Merchant Shipping Act, against Captain Anthony Dove, master of the Earl of Aberdeen, in respect of collision between that vessel and a British submarine, on November 24th. The solicitor for the Public Prosecutor said that the submarine was considerably damaged. He had now been advised to institute proceedings on behalf the Admiralty, under the regulations preventing collisions at sea, which constituted an infringement caused by wilful default. The collision occurred in broad daylight, and with the submarine all showing. The solicitor intimated that proceedings might also be instituted against the second officer, aider and abettor. The summons was made returnable in order that Captain Dove, who has been in military custody since the date of the collision, might be brought and admitted bail pending his trial.

15. *Aberdeen Evening Express* of 14 January 1915 carried the following report:

EARL OF ABERDEEN IN COLLISION with a Submarine.

ACCIDENT IN THE HUMBER. Captain and Second Officer in Court. (From Our Own Correspondent.) (Passed by Censor.) At Hull to-day, Captain Anthony Dove, master of the steamship Earl of Aberdeen summoned under the Merchant Shipping Act for neglecting to keep a proper look-out from his vessel, alternatively with neglecting precautions, whereby his vessel came into collision with his Majesty's submarine C21, which was at anchor in the River Humber on November 24 last. George Tait, second officer, was also summoned for aiding and abetting. The Earl of Aberdeen is a well-known east coast passenger steamer, chiefly employed running between Newcastle and Aberdeen. On this occasion, she was proceeding to Hull. Both defendants were kept in military custody for a month after the

casualty, but were ultimately brought before the court and admitted to bail. Mr Jackson prosecuted for the Director of Public Prosecutions, and Mr W. H. Owen, barrister, defended.

The Prosecution.

In his opening address. Mr Jackson said that early in the morning of the collision the submarine proceeded from Immingham Dock to take up a position in the river. She was in full buoyancy, and one of their points was that she was out of the channel. There was no occasion for anybody to come near her. The Earl of Aberdeen came up the river about nine o'clock. The weather was not clear, but vision extended to as much as a mile and half. The lieutenant-commander of the submarine was breakfast, but the men left on deck noticed the steamer approaching on the port bow. She could have, passed quite safely, although the proper side was the starboard side. Subsequently, however, the steamer appeared on the port bow, and she was approaching at full speed. She altered her course back starboard, and had got dangerously close to the submarine when she appeared to port her helm and come right across the bows of the submarine. The latter vessel received three blows, first on the port hydroplane. Lieutenant-Commander Cooper was called at once, and, rushing to the conning tower, feared the submarine would be sunk. He was afraid his tail would be run over, but by working engines managed to swing the tail clear. The Earl of Aberdeen was hailed to stand by and send a boat, and with assistance she just managed to get into the dry dock and she was practically sunk. It was a near thing. Mr Jackson remarked that the owners of the steamer had admitted liability for the collision.

Case against Tait Dismissed. The summons against Tait was dismissed, and the case against Dove adjourned till Tuesday, February 2.

16. *Yorkshire Post and Leeds Intelligencer* of 03 February 1915.

CASE TO BE RE-HEARD.

Owing to the promotion of Mr. J. Hay Halkett, Hull Stipendiary Magistrate, it was impossible to proceed yesterday with the case against Captain Anthony Dove, on a charge of infringing navigation regulations, whereby his vessel *The Earl of Aberdeen*, was in collision with a British submarine in the Humber November last. All the evidence had been given by the captains and crews, and it had been arranged to hear counsel yesterday. Parties are informed that the case will have be heard "de novo," before other magistrates on a date to be arranged by the parties.

17. *Hull Daily Mail* of 19 February 1915.

SUBMARINE COLLISION IN THE HUMBER. CHARGE AGAINST A CAPTAIN. ALLEGATION OF NEGLIGENCE. A considerable interest came for the hearing before Mr C. D. Holmes and Mr Stonehouse at the Hull Police Court to-day, when Captain Anthony Dove, master of the *Earl of Aberdeen*, the Hull and Aberdeen Line, was summoned under the Merchant Shipping Act respecting a collision which occurred between his vessel and His Majesty's submarine C21 in the Humber on November 24th. The first hearing of the case took place before Mr Halkett before he was appointed Metropolitan Magistrate, and on account of this all the evidence had to be taken over again. There were two summonses against Captain Dove, firstly, that he neglected to keep a proper look-out, and secondly, that he neglected any precaution required by the ordinary practice of seamen whereby the collision occurred. Originally there was a summons against the second officer of the *Earl of Aberdeen* for aiding and abetting, but this was not proceeded with. A. Jackson appeared for the Director of Public Prosecutions, and Mr W. H. Owen, barrister (instructed by Messrs Hearfields and Lambert) appeared for defendant, who pleaded "Not guilty." Recapitulating the evidence, Mr Jackson explained that the collision occurred in the Humber during early morning of the 24th inst., when the submarine was lying at anchor. The submarine was severely damaged, and sank after having succeeded in steaming to the dry dock at Immingham. The *Earl of Aberdeen* could have passed her on either side, but when quite close she suddenly came across the

submarine's bows, striking her on the port hydroplane. The first witness called was John Ashburn, solicitor clerk, who read a letter in which Captain Dove admitted having been in charge of the Earl of Aberdeen before, during, and after the collision.

STORY OF SUBMARINE COMMANDER. Lieutenant-Commander Vincent Cooper Commanding Officer, R.N., said he was in command of the submarine C21 on the date in question. The submarine was 135 feet in length at full buoyancy. At 6.30 on the morning of the 24th November, pursuant to orders received, she left Immingham and anchored 400 yards below No7 gas buoy in the Humber. At about nine o'clock he left the conning tower and went below to have his breakfast. Most of the crew were left on board when he went down. Questioned as to the state of the weather at the time, witnesses said that it was hazy, and there was visibility of land of about one and a-half miles. Mr Jackson: You were hailed down the conning-tower a short time afterwards. I had been below about three to five minutes when I was called up. Before you emerged from the conning-tower, did you feel anything -strike the submarine? — Yes. The moment of emerging I felt a bump, and saw the bow of a steamer above my head. V. where did the first blow hit the submarine — On her port hydroplane. Was it a heavy blow? — Yes. In answer to further questions, witness said that he gave orders for the helm to be put hard starboard and for full speed ahead in order to twist their stern away from the bow of the Earl of Aberdeen. As reports were given from below that water was coming in, he gave orders for the cable shipped, and made for Immingham with the boat which had been lowered from the Earl of Aberdeen in tow. He succeeded in getting her into the dry dock at Immingham, where she afterwards sank. Mr Jackson: What condition was she when she arrived at the dock? — In a sinking condition. Asked as to the extent the injuries, witness replied that one plane and one frame of the port hydroplane were severely indented and fractured on the port side: the port hydroplane was cut right through and its bracket fractured and bent, and there was also other damage done. He saw no reason why the accident should not have been avoided. Cross-examined by Mr Owen, witness said he thought the Earl of Aberdeen must have been travelling at a good rate of speed to do the damage she did. He could give no definite opinion to her speed when the collision occurred.

THE DEFENCE. After further evidence had been called for the prosecution, Mr A. Owen, for the defence remarked that unfortunately there could be no doubt that the collision had taken place, but the fact that it happened did not necessarily imply that there had been a criminal offence committed. Submarines were not very familiar objects, and on misty day such as it was on November 24th, she might easily be taken for a small craft, and this was what Captain Dove had first done. As the charge was framed, it implied the defendant had deliberately tried to sink one of His Majesty's submarines. "That a British subject should try to do this" added Mr Owen, and particularly when we are at war, is unthinkable. Mr Jackson intimated that no suggestion of that kind had been made, and it was a question of negligence. Subsequently Captain Dove was called, and said that, when the submarine was first sighted he took it to be some small craft, but when he got within 200 yards it he saw it was a submarine. As soon as he made that discovery he stopped his engines and gave orders for full speed astern. When the collision occurred the Earl of Aberdeen was going through the water at a rate of about two miles per hour. He gave the proper orders under the circumstances, and did everything that could be done. Had you ever the faintest intention of doing any harm to the submarine?" asked Mr Owen. "No, sir," replied the defendant. Replying to further questions. Captain Dove said that he had held master's certificate for 24 years, and had never been in trouble before. In cross-examination, defendant said his speed was about 11.5 knots an hour. It was not thick enough to sound fog signals. When saw what he took to be sailing boat could not make out the way she was heading, but expected her to steer north-west. Mr Jackson: If you were in doubt as to what you saw, would it not have been better to stop, or ease your engines? —Defendant: I do not think so. Do you know it was your duty to keep clear either of a small sailing ship or a submarine at anchor —Yes. I

knew it was my duty to try to. Defendant, added he had tried to do so and failed. There was room to pass the submarine safely at either side full speed, had never been told there was a submarine base, but naturally thought it was. Re-examined: At 200 yards of the vessel, he found it was a submarine, and at once reversed his engines and starboarded his helm. George Tait, the second officer of the steamer, who was on the fore-castle head on the look-out, said the engines were going astern when they recognised the vessel was a submarine. They did not suspect it was a submarine until they got to within 200 yards. They would have passed all right if it had been a sailing boat. Replying to Mr Owen, witness explained that by the manoeuvring of the ship adopted they avoided running down the submarine with consequent loss of life, and simply damaged the submarine. William Lang, second engineer, also gave evidence. The defendant was committed for trial at York Assizes. Bail was allowed in his own recognizance of £100. (£10,600 in Q3/2017)

18. *Aberdeen Weekly Journal* of 28 February 1915 reported on the previous Friday's hearing and included photo of Captain Dove.



19. *Aberdeen Press and Journal* of 10 March 1915.

ABERDEEN CAPTAIN'S MISTAKE. SUBMARINE COLLISION. --- CHARGE WITHDRAWN BY THE CROWN.

At Yorkshire Assizes yesterday, Captain Anthony Dove, of Aberdeen, master of the steamship Earl of Aberdeen, was indicted with a breach of collision regulations made under the Merchant Shipping Act, whereby, by wilful default, his vessel collided with a British submarine in the Humber on November 25 last. Mr Roche, K.C., prosecuting for the Crown, stated he had carefully considered the evidence and "decided that the interests of the Crown would be best served if he offered no evidence against the accused. Counsel explained the circumstances of the collision. The Earl of Aberdeen, he said, was proceeding up the river at considerable speed, and a good watch ought to have been kept, but the defendant did not do so, his vessel colliding with the submarine, which was considerably damaged. It was only by the greatest good fortune, assisted materially by the skill of Lieutenant-Commander Cooper and his crew, that saved the submarine. The circumstances first not unnaturally occasioned suspicion that defendant wilfully caused collision, and he was detained in custody under the Defence of the Realm Act for some weeks. Counsel, continuing, said no jury ought or could be asked to convict the accused of any intention to damage the submarine, and the Crown accepted, without reserve, the assurance of the defence that the collision was accidental.

A MATTER FOR REJOICING. Mr Scott Fox, K.C., for the master, gave complete and emphatic denial to any suggestions or suspicion that he had any perverse motive in the matter. Counsel said Captain Dove had been in the merchant service for about 44 years, and a master since 1877. He was 66 years of age, and had been master of the Earl of Aberdeen

since 1890, and never previously endangered life or suffered any kind of mishap. The submarine, on this hazy morning was mistaken for a barge with sails up, and when the defendant apprehended it was a submarine he took the best measures could to avoid collision. He greatly regretted it. and rejoiced it was no worse. Mr Justice Coleridge said the prosecution had taken a magnanimous course. The amount negligence disclosed by depositions was of such a nature that he did not wonder a suspicious construction was placed upon the defendant's conduct. It was satisfactory to know, however, there was no ground for any suggestion of disloyalty on accused's part. Captain Dove was thereupon discharged.

20. *Newcastle Journal* of 18 October 1915

WELL-KNOWN TYNE TRADER SOLD. We understand that the well-known Tyne trader Earl of Aberdeen, belonging to the Aberdeen, Newcastle, and Hull Steamship Company, has been sold to Messrs James Currie and Co., Leith.

21. The new owners were involved on routes between Hull and Leith. They also changed the name of Earl of Aberdeen to Britannia.

22. *Sheffield Daily Telegraph* of 1 January 1916

A Notice was published by the Leith, Hull and Hamburg Steam-Packet Co Ltd intimating that it will not be possible to adhere to the days and hours of sailings already announced; sailings will be arranged from day to day. Sailings which they hoped to continue with regularity will therefore be from Leith to Hull every Tuesday and Hull to Leith every Friday, both services being goods only.

23. *The Scotsman* of 1 January 1916. James Currie and Co Ltd of Leith announced that SS Britannia would depart from Leith to Newcastle on 5 January 1916.

24. It is noticeable that newspaper notices about shipping generally dwindled significantly and no more newspaper accounts about SS Britannia were found. The loss was not seemingly announced in the newspapers during the first few months after being missing in October 1917.

25. British submarine C.21, submarine, C-class, I.51. Launched 26.9.08 Vickers. Dover or East Coast Flotillas, or training duty Portsmouth. Served as decoy trap with unidentified trawler. Sold 5.12.21 C. A. Beard, Upnor - <http://www.naval-history.net/WW1NavyBritishShips-Dittmar1.htm> The final sale mentioned above was for scrap. Information on this submarine also at <http://www.battleships-cruisers.co.uk/ship.php?ShipID=5752> and at <http://www.naval-history.net/WW1NavyBritishShips-Locations2PL1801.htm> and in TNA at <http://discovery.nationalarchives.gov.uk/details/r/C4780170>