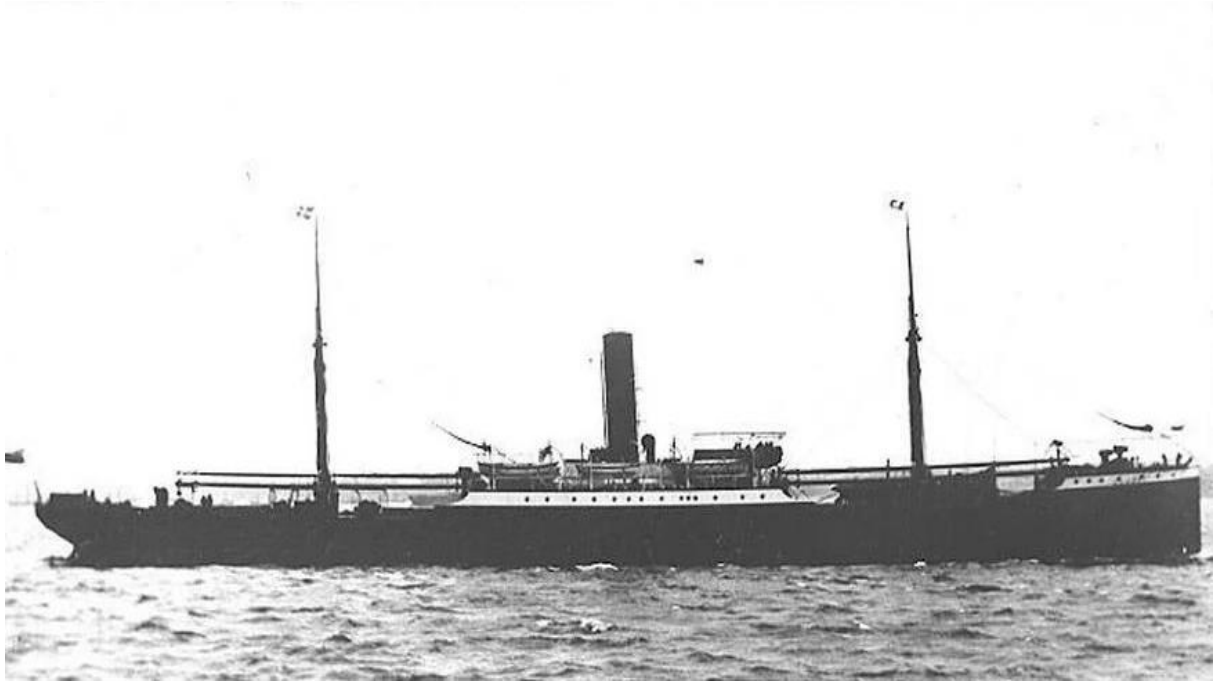


**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the Sinking of:  
SS Agberi (Steamship)**



**SS Agberi**

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

Report Title:

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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 Agberi built at Workman, Clark & Co. Ltd. Dublin in 1905.

The SS Agberi was large general cargo steamship which sailed between Liverpool and West Africa via the Canary Islands. From Sept 1915 to Nov 1916 the SS Agberi was requisitioned into Royal Fleet Auxiliary as an Ammunition Carrier to Northern Russia for Russian Government and completed 4 round voyages to the Arctic carrying Russian troops to Brest for the Imperial Russian Government.

In Jan 1917 the SS Agberi returned to serving West Africa trade. On Dec 08 1917, the SS Agberi departed Dakar Senegal for Liverpool in an armored convoy. On Dec 25 1917, the SS Agberi was torpedoed without warning 18 miles NWxN of Bardsey Island and sank by the U-Boat U-87.

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 Agberi 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

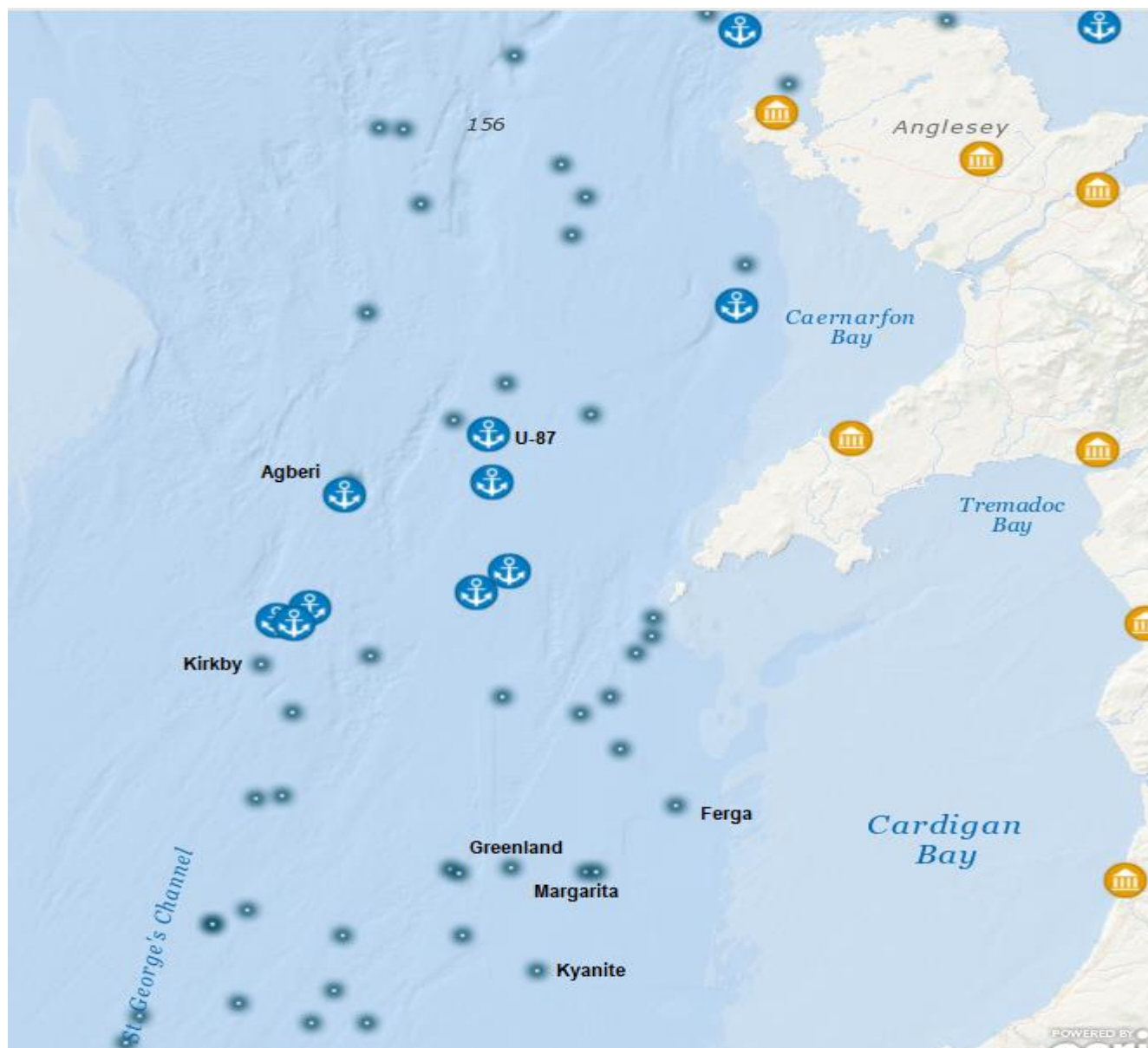
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

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

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
	25/12/1917	Agberi	Of Bardsey island	18mi, NWxN		Stm	Stl	RHIW / COF

On Dec 25 1917, the SS Agberi sailing from Dakar Senegal to Liverpool in convoy was torpedoed without warning by the German U-boat U-87 and sank. The crew all safely abandoned and returned ashore.

**Fig 1: Reported Location of the Sinking of the SS Agberi & U-87**



## 5.0 Research Methodology

### Computer System

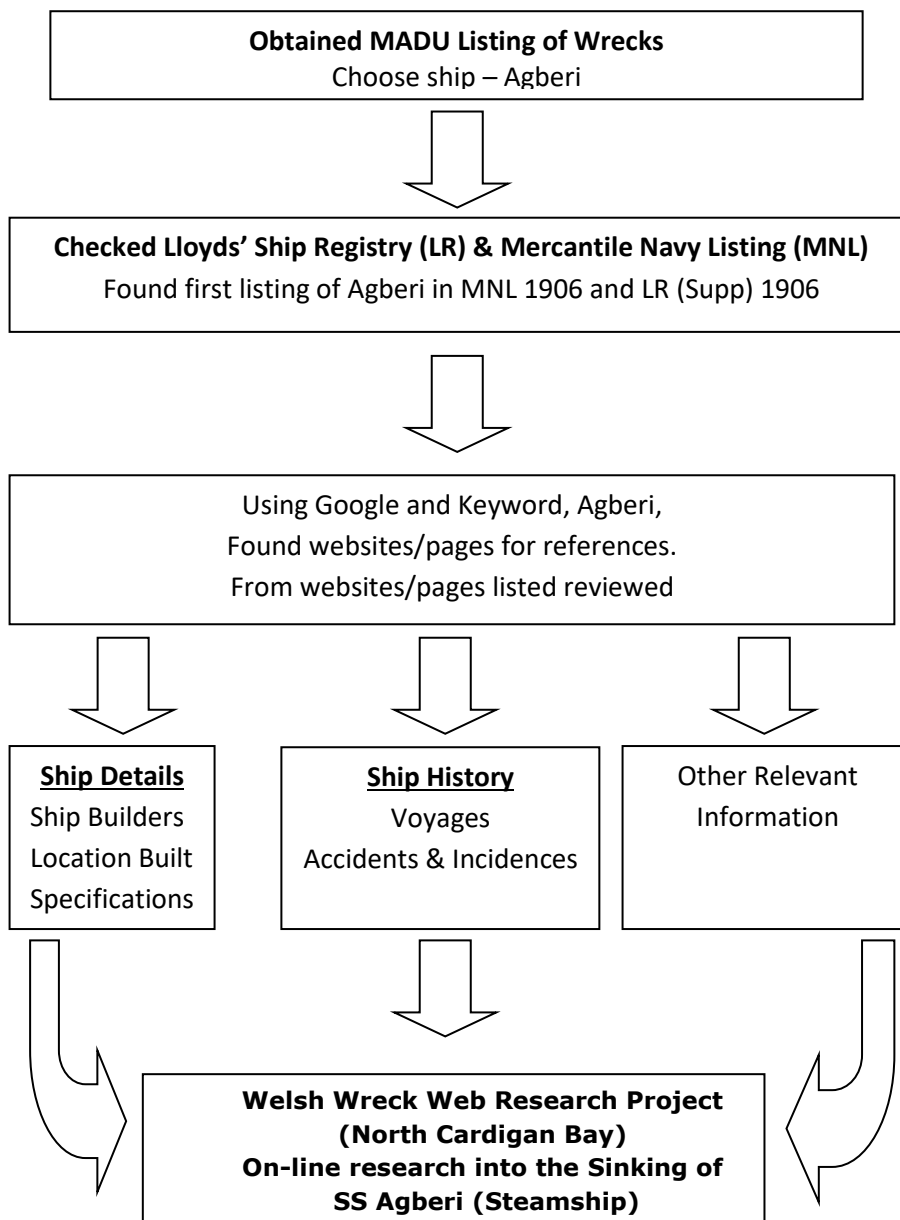
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

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 Agberi (Steamship) Specification and History**

Vessel	Name/s	SS Agberi		
	Type	Steamship General Cargo & Passenger		
Built	Date	Laid Down: N/A		
		Launched: 06/07/1905		
		Delivered: 09/1905		
	Builder	Workman, Clark & Co. Ltd. Belfast. Yard#: 220		
Construction	Materials	Steel		
	Decks	2		
	Bulkheads	N/A		
	Others	b/deck 98ft, f/castle 48ft armed with a 1 x 12pdr gun and a 12cwt stern gun		
Propulsion	Type	Steam		
		Single screw		
Engine	Details	T3cyl		
		26, 44, 74 x 48in		
		H.P: 379 nhp		
		Workman, Clark & Co. Ltd.		
	Boilers	N/A		
Drive	Type	Propeller		
	Number	1		
Dimensions	Length	370 ft	3 ins	m
	Beam	49 ft	3 ins	m
	Draught	21 ft	7 ins	m
Tonnage	Gross	3463 grt, later listed as 4890 grt		
	Net	2177 nrt		
	Deadweight	N/A dwt		
Owner	First	Sept 1905 - Elder Dempster & Co., Liverpool		
	Second	Nov 1911 - Elder Line Ltd. - Elder, Dempster & Co. Ltd.		
	Third	1917 - African Steamship Co. - same managers		
Registry	Port	Liverpool; 21/09/1905		
	Flag	GBR		
	Number	120880		
	Code	H.D.M.C.		
History	Routes	Liverpool to West Africa v/v via Canary Islands. Coastal West Africa/Leeward Coast		
	Cargo	Coal, raw materials, African goods		
Final Voyage	From	Dakar, Senegal		
	To	Liverpool		
	Captain	Herbert Lamont		
	Crew	54		
	Passengers	9		
	Cargo	3500 tons African produce		
	Date	25/12/1917		
	Location	52° 53'N 5° 18'W, 18 miles NWxN of Bardsey Island		
	Cause	Torpedoed without warning by U-boat U-87.		
	Loss of life	0		
	Outcome	Sunk.		

## 7.0 Analysis

- The steamship SS Agberi was built and launched (Appendix A) Workman, Clark & Co. Ltd. Dublin in 1905 for Elder Dempster & Co., Liverpool (Appendix B, C, D).
- SS Agberi conducted cargo and passenger services between Liverpool and West Africa (Appendix F) and coastal voyages in West Africa and the Leeward Coast. Cargoes carried were probably coal and African goods.
- In Sep 1915, the SS Agberi was requisitioned into Royal Fleet Auxiliary as an Ammunition Carrier to Northern Russia for the Imperial Russian Government. The SS Agberi completed 4 round voyages to the Arctic carrying Russian troops to Brest (Appendix H).
- Dec 08 1917, departed Dakar Senegal for Liverpool (Appendix I) in convoy led by HMS MOTAGUA carrying a cargo of African produce which may have included silver and ivory.
- Dec 25 1917, from 9:00am began zigzagging at 8 knots with 4 crew members on watch duty.
- Dec 25 1917, at 3.05pm, a torpedo fired by U-87 (Appendix J) was seen in the water approximately 40-50yds from the SS Agberi and struck amidships on the portside.
- The crew and passengers were able to board the lifeboats and abandoned the SS Agberi which sank within 30 mins (Appendix M, N). The lifeboats were picked up by the convoy and patrol vessels PC56 and John Callaghan and the survivors taken to Stanley Sailor's Hospital in Holyhead. 63 survivors were landed in total.
- HMS FAWN located this wreck in 1981. The ship was included in the multi-beam echo sounder surveys undertaken by Bangor University in 2018, as part of the Royal Commission's HLF funded Partnership Project - 'Commemorating the Forgotten U-boat War around the Welsh Coast 1914-18' (Appendix P).
- This wreck lies with the keel is orientated 090/270 degrees and its bow lying on its starboard side. There is break in the centre line of the ship corresponding to the location of the torpedo strike. The upper bulwark of the ship's side forward and amidships, where a line of portholes was formerly located, presents a very broken appearance (e.g. many plates/portholes missing). The stern of the vessel sits more upright than the bow. The wreck has a length of over 120m and a height of 19m. The aft mast lies on the seabed in a semblance of its original position.

After the attack on the SS Agberi:

- HMS Buttercup (Appendix K) turned and sailed towards the last sighting of the U-87 in an attempt to ram the U-boat without success. The U-87 sets it sights on the ships still in convoy.
- PC56 (Appendix L) spotted a periscope about 10 yards off her portside and fired depth charges forcing the U-87 to the surface. With the U-87 now on the surface, PC56 fired a shell into the conning tower and rammed the U-87 at 20 knots stern of the conning tower.
- HMS Buttercup fired a shell into the base of the conning tower and with all the damage the U-87 sank stern first with no survivors (Appendix O, Q, R). The battle took less than one hour.

From newspapers the SS Agberi was recorded:

### 1905

Jul 06:	Launched in Belfast.
Sep 22:	Conducted trial trip at Loch Lough (Appendix E).
Sep 22-25:	Sailed Belfast-Port Talbot-Liverpool for coal.
Oct 04-22:	Sailed Liverpool for Canary Islands.
	Oct 13: dep Canary Islands.
Nov 15:	Sailed Lagos Nigeria for Brass Nigeria.
Nov 30-Dec 25:	Sailed Lagos Nigeria for Liverpool.
	Dec 10: dep Freetown Sierra Leone.
	Dec 18: dep Canary Islands.

**1906**

Jan 10-27: Sailed Liverpool for Freetown Sierra Leone.  
 Jan 16-18: arr/dep Canary Islands.  
 Jan 22: arr/dep Dakar Senegal for Conakry Guinea.

Jan 29: Sailed Freetown Sierra Leone coastal.  
 Feb 03: Arrived Sekondi Ghana from Dix Cove Ghana.  
 Feb 10: Sailed Sekondi Ghana for Axim Ghana.  
 Mar 16-Apr 01: Sailed Freetown Sierra Leone for Liverpool. Reported suicide of Anti-Tea Duty secretary reported on arrival (Appendix G).

Apr 19: Sailed Liverpool for West Africa.  
 Apr 26: arr Canary Islands.

May 15: Arrived Sekondi Ghana from Axim Ghana.  
 May 18: Arrived Cape Coast Castle Ghana from Sekondi Ghana.  
 June 11: Sailed Lagos Nigeria for Liverpool.  
 June 27: Sailed Freetown Sierra Leone for Liverpool.  
 July 06-13: Sailed Canary Islands for Liverpool.  
 July 25-Aug 11: Sailed Liverpool for Freetown Sierra Leone.  
 Aug 02: dep Canary Islands.

Sep 05: Arrived Warri Nigeria  
 Sep 25-Oct 17: Sailed Accra Ghana for Liverpool.  
 Sep 27: dep Axim Ghana.  
 Oct 04: dep Freetown Sierra Leone.  
 Oct 09: dep Canary Islands.

Oct 31-Nov 18: Sailed Liverpool for Freetown Sierra Leone.  
 Nov 07: dep Canary Islands.

Nov 21: Sailed Freetown Sierra Leone for Leeward Coast.  
 Nov 26: arr Grand Bassam Ivory Coast.  
 Dec 01: arr Salt Pond Ghana.

**1907**

Jan 05-19: Sailed Freetown Sierra Leone for Liverpool from Accra Ghana.  
 Feb 06-25: Sailed Liverpool for Freetown Sierra Leone.  
 Feb 11-14: arr/dep Canary Islands.

Feb 26-Apr 28: Sailed Freetown Sierra Leone for Liverpool via Leeward coast.  
 May 15-31: Sailed Liverpool for Freetown Sierra Leone.  
 May 20-23: arr/dep Canary Islands.

Jun 05: Sailed Freetown Sierra Leone for Leeward Coast.  
 Jul 03: Arrived Freetown Sierra Leone from Brass Nigeria.  
 Jul 09: Sailed Warri Nigeria for Accra Ghana.  
 Jul 16-Aug 22: Sailed Lagos Nigeria for Liverpool.  
 Jul 19: dep Sekondi Ghana.  
 Jul 20: dep Axim Ghana.  
 Jul 29: dep Freetown Sierra Leone.  
 Aug 04: dep Dakar Senegal.  
 Aug 10/11: arr/dep Canary Islands.  
 Aug 17/20: arr/dep Dunkirk.

Sep 04-22: Sailed Liverpool for Freetown Sierra Leone.  
 Sep 09-10: arr/dep Canary Islands.

Oct 20: In port at Forcados Nigeria.  
 Oct 23: Arrived Benin Nigeria.  
 Oct 29: Arrived Sapele Nigeria.

Nov 03-27: Sailed Accra Ghana for Liverpool.  
 Nov 06: dep Axim Ghana.  
 Nov 12: dep Freetown Sierra Leone.  
 Nov 23: dep Canary Islands.

Dec 11-23: Sailed Liverpool for Freetown Sierra Leone.  
 Dec 16-20: arr/dep Canary Islands.

**1908**

Jan 03: Sail Freetown Sierra Leone for Leeward Coast.  
 Jan 13: arr Sekondi Ghana.  
 Jan 21: arr Forcados Nigeria.

Feb 17-Mar 18: Sailed Lagos Nigeria for Liverpool.  
 Mar 02: dep Freetown Sierra Leone.  
 Mar 10: dep Canary Islands.

Mar 25-Apr 11: Sailed Liverpool for Freetown Sierra Leone with 10 passengers.  
 Mar 31-Apr 01: arr/dep Canary Islands.  
 Apr 06: arr Rufisque Senegal from Dakar Senegal.

Apr 14: Sail Freetown Sierra Leone for Leeward Coast.  
 Apr 23: arr Axim Ghana.  
 Apr 24: arr Sekondi Ghana.  
 Apr 25: dep for Cape Coast Castle Ghana.

June 01-18: Sailed Freetown Sierra Leone for Liverpool.  
 Jun 10-11: arr/dep Canary Islands.

Jul 01: Sailed Liverpool for West Africa.  
 Jul 06-08: arr/dep Canary Islands.

Aug 24-Sep 25: Sailed Sekondi Ghana for Liverpool.  
 Aug 26: arr/dep Axim Ghana.  
 Sep 08: dep Freetown Sierra Leone.

Oct 1-Nov 04: Sailed Liverpool for West Africa with 11 passengers.  
 Oct 06-10: arr/dep Canary Islands.  
 Oct 19: arr Freetown Sierra Leone.  
 Oct 31: arr Sekondi Ghana.  
 Nov 04: arr Aggra Ghana.

Dec 06-27: Sailed Accra Ghana for Liverpool.  
 Dec 07: dep Axim Ghana.  
 Dec 12: dep Freetown Sierra Leone.  
 Dec 20: dep Canary Islands.

**1909**

Jan 06-21: Sailed Liverpool for Freetown Sierra Leone.  
 Jan 11-14: arr/dep Canary Islands.

Jan 23: Sailed Freetown Sierra Leone for Leeward Coast.  
 Feb 06: arr Sekondi Ghana.

Feb 27-Apr 13: Sailed Lagos Nigeria for Liverpool.  
 Mar 08: dep Accra Ghana.  
 Mar 13: dep Axim Ghana.  
 Mar 24: dep Freetown Sierra Leone.  
 Apr 07: dep Canary Islands.

Apr 21: Sailed Liverpool for West Africa.  
 Apr 27: dep Grand Canary.  
 Apr 29: dep Las Palmas Canary Islands.  
 May 05-07: arr/dep Rufisque Senegal.

May 11: Sailed Freetown Sierra Leone for Leeward.  
 May 19: arr Axim Ghana.

Jun 17-26: Sailed Opobo Nigeria for Liverpool.  
 Jul 01: dep Accra Ghana.  
 Jul 04: dep Axim Ghana.

Aug 05-20: Sailed Liverpool for Freetown Sierra Leone.  
 Aug 10: arr/dep Madeira Canary Islands.

Aug 21: Sailed Freetown Sierra Leone for Leeward.

Sep 15: Agberi and Salaga collided 16 miles off Accra Ghana.

Sep 21: Arrived Forcados Nigeria with Salaga after assisting.

Oct 05: Arrived Sapele Nigeria.

Oct 14-Nov 09: Sailed Forcados Nigeria for Liverpool.  
 Oct 20: dep Akim Ghana.

Dec 18: Nov 02: dep Canary islands.  
Sailed Liverpool for Canary Islands, West Africa ports, 12 passengers.

**1910:**

Feb 06: Arrived Warri Nigeria.  
Feb 18-Mar 20: Sailed Forcados Nigeria for Liverpool.  
Mar 04: dep Freetown Sierra Leone.  
Mar 14: dep Canary Islands.  
Apr 02-15: Sailed Liverpool for West Africa via Canary Islands.  
Apr 08: dep Canary Islands.  
Apr 15: arr Bathurst Gambia.  
May 10: Sailed Addah Ivory Coast for Bonny Nigeria.  
May 28: Sail Opobo Nigeria for Liverpool.  
Jun 07: dep Whydah Nigeria.  
Jun 09: dep Accra Ghana.  
Jun 11: dep Axim Ghana.  
Jun 15: dep Freetown Sierra Leone.  
Jul 16: Sailed Liverpool for West Africa via Canary Islands.  
Aug 12: Sailed Grand Bassam for Benin Nigeria.  
Sep 12: arr Brass Nigeria.  
Sep 15: arr Sapele Nigeria.  
Sep 23: arr Benin Nigeria.  
Sep 30-Oct 21: Sailed Accra Ghana for Liverpool.  
Oct 11-26: Sailed Freetown Sierra Leone for Liverpool.  
Oct 20-21: arr/dep Canary Islands.  
Nov 05: Sailed Liverpool for West Africa via Canary Islands.  
Dec 05: Sailed Sekondi Ghana.  
Dec 17: Sailed Forcados Nigeria.

**1911:**

Jan 06: Sailed Liverpool for West Africa via Canary Islands.  
Jan 16-31: Sailed Freetown Sierra Leone for Liverpool.  
Feb 19: Sailed Liverpool for West Africa via Canary Islands.  
Apr 18-May 13: Sailed Axim Ghana for Liverpool.  
Jun 03: Sailed Liverpool for West Africa via Canary Islands, 12 passengers.  
Sep 06: Arrived Liverpool from West Africa.  
Sep 30-Nov 22: Sailed Liverpool for West Africa via Canary Islands, 12 passengers.  
Nov 22: arr Opobo Nigeria.  
Dec 06-27: Sailed Sekondi Ghana for Liverpool.  
Dec 14: dep Freetown Sierra Leone.

**1912:**

Mar 11: Sailed Sekondi Ghana for Liverpool.  
Mar 19: dep Freetown Sierra Leone.  
Apr 27: Sailed Liverpool via Belfast for West Africa, Canary Islands.  
Jun 25-Jul 23: Sailed Sekondi Ghana for Liverpool.  
Aug 10: Sailed Liverpool for West Africa via Canary Islands, 9 passengers.  
Sep 09-Nov 08: Sailed Sekondi Ghana for Liverpool.  
Sep 26: arr Brass Nigeria.  
Sep 30: arr Warri Nigeria.  
Nov 20: Sailed Liverpool for West Africa via Canary Islands, 8 passengers.  
Nov 29: dep Canary Islands.

**1913:**

Jan 10-Feb 18: Sail Opobo Nigeria for Liverpool.  
Feb 03: dep Freetown Sierra Leone.  
Mar 22-Apr 21: Sailed Liverpool for Sekondi Ghana via Canary Islands.  
May 24: Sailed Sekondi Ghana for Liverpool.

May 27: depart Bassam Ivory Coast.  
 Jun 03: dep Freetown Sierra Leone.  
 Jun 12: dep Canary Islands.  
 Jul Included in a fleet to be inspected by the King on a visit to Liverpool.  
 Sep 26-Oct 10: Sailed Freetown Sierra Leone for Liverpool via Forcados Nigeria.  
 Oct 18: Sailed Liverpool for West Africa via Canary Islands.  
 Nov 12: Sailed Bassam Ivory Coast.  
 Dec 17: Sailed Forcados Nigeria for Liverpool.  
 Dec 23: dep Sekondi Ghana.

**1914**

May 02: Sailed Liverpool to West African ports, 5 passengers.

**1915**

May 10: Writs issued against the owners/parties of the Agberi with regards to an ex cargo May 10 1915.  
 Aug 08: Arrived Liverpool from West Africa.  
 Sep 03: Requisitioned into Royal Fleet Auxiliary as an Ammunition Carrier to Northern Russia for Russian Government. Completed 4 round voyages to the Arctic carrying Russian troops to Brest for the Imperial Russian Government.  
 Sep 14: Challenged by the Armed Merchant Cruiser HMS HILARY (M 90) in an approximate position of 62°50 N 12°00 W and was allowed to proceed.  
 Oct 08-Nov 02: Served as a Timber Transport (Collier) for the Office of Works and then returned to the White Sea for winter until 2 November 1915.  
 Nov 03: Served as an Ammunition Carrier to Northern Russia for Russian Government.

**1916**

Jan 01: Continued to serve as an Ammunition Carrier to Northern Russia for Russian Government until 11 December 1916.  
 Sub-chartered to Hudson's Bay Co from Aug 13-Sep 24 1916.  
 Aug 27: Challenged by the Armed Merchant Cruiser HMS CHANGUIOLA (M 85) in position 59°08 N 19°31 W while in Convoy and was allowed to proceed.

**1917**

Jan: Transferred to African Steamship Co (Elder, Dempster & Co Ltd, Managers), Liverpool - name unchanged.  
 Apr 19: Transferred to Liner Section as a Transport until her loss.  
 Aug 21: Announcement of sale ex cargo from Agberi by auction of 1135 bundles from Monrovia.  
 Sep 01: Sailed Liverpool for Bathurst Gambia, Monrovia Liberia and Dakar Senegal with 12 passengers 6 of whom were Royal Naval Gunners.  
 Dec 08: Sailed Dakar in Convoy HD15 with thirteen other ships under escort of the Armed Merchant Cruiser HMS MOTAGUA (M 84).  
 Dec 25: Torpedoed and sunk 18 miles NWxN of Bardsey Island.

**Table 3: U-87 (U-boat) Specification and History**

Vessel	Name/s	U-87
	Type	U 87 - ocean-going diesel-powered torpedo attack boats class
Built	Date	Ordered: Jun 23 <sup>rd</sup> 1915
		Launched: May 22 <sup>nd</sup> 1916
		Delivered: Feb 26 <sup>th</sup> 1916
		Cost: N/A
	Material	Steel
Builder	Kaiserliche Werft Danzig; Yard #31	
Owner	Imperial German Navy – Kaiserliche Marine	
Dimensions	Length	65.80 m
	Beam	6.20 m
	Draught	3.88 m
Tonnage	Gross	757t (surface); 998t (submerged)
Propulsion	Type	2 shafts, 2 × 1.66 m (5 ft 5 in) propellers
Engine	Details	2 × 2,400 PS (1,765 kW; 2,367 shp) surfaced 2 × 1,200 PS (883 kW; 1,184 shp) submerged
	Speed	15.6 knts (surface); 8.6 knts (submerged)
	Range	11,380 nat miles at 8 knts surface; 56 nat miles at 5 knts submerged
	Depth	50m
Armaments		4 × 50 cm (19.7 in) torpedo tubes (two bow, two stern) 10-12 torpedoes 1 × 10.5 cm (4.1 in) SK L/45 deck gun 1 × 8.8 cm (3.5 in) SK L/30 deck gun
Operations	Captains	Kptlt. Rudolf Schneider; 26 Feb–13 Oct 1917 Kptlt. Freiher Rudolf von Speth-Schülzburg: 13 Oct–25 Dec 1917
	Crew	4 officers, 32 enlisted
	Patrols	5
	Sinkings/ Damaged	23 merchant ships sunk 59,884 grt 2 merchant ships damaged 7,638 grt
Wrecking	Date	25/12/1917
	Location	52° 56' N 05°05' W.
	Cause	Rammed by HMS Buttercup and P56
	Loss of life	43
	Outcome	Sunk

- On 1 February 1917 Germany declared a renewal of 'unrestricted submarine warfare' in a last ferocious attempt to force an end to the First World War.
- Almost immediately, major losses of merchant ships occurred in Welsh waters. Thirteen ships were sunk off Bardsey Island and the Pembrokeshire coast in that month alone – all by the U-boat, UC-65, captained by Otto Steinbrinck, one of the most successful German U-boat commanders of the war.
- At their time of operation the U87 class of U-boat was the most advanced.
- U-87 was sunk shortly after sinking the SS Agberi. The U-87 was forced to the surface by depth charges before being shelled and rammed by HMS Buttercup and P56.

**Table 4: HMS Buttercup (Arabis-class Sloop) Specification and History**

Vessel	Name/s	HMS Buttercup		
	Type	Steamship – Arabis-class Sloop		
Built	Date	Launched: 24/10/1915		
		Delivered: 12/1915		
	Builder	Barclay, Curle & Co. Ltd. Glasgow; Yard: Clydeholm; Yard#: 534		
Construction	Materials	Steel		
	Others	Typically 2×4 or 4.7 in (120 mm) guns 2×3-pounder (47 mm) AA with some lesser variants		
Propulsion	Type	Steam		
		Single screw		
Engine	Details	1 shaft TE,		
		22½, 36¾, 60 x 28in; 2000ihp		
		16 knots		
		Barclay, Curle & Co. Ltd., Glasgow		
	Range	2,000 nat miles at 15 knts with 260 ton of coal		
Boilers	2 boiler, coal			
Drive	Type	Propeller		
	Number	1		
Dimensions	Length	255 ft	4 ins	m
	Beam	33 ft	7 ins	m
	Draught	17 ft	2 ins	m
Tonnage	Gross	931 grt		
	Net	322 nrt		
	Deadweight	1250 dwt		
Owner	First	British Admiralty; Dec 1915 – Feb 1920		
		Various overseas owners after		
Registry	Flag	GBR		
	Number	146060		
Final Voyage	Date	11/04/1943		
	Location	Trapani, Italy		
	Cause	Aircraft attack		
	Outcome	Sunk.		

The Arabis class was the third, and largest of the five sub-classes of minesweeping sloops completed under the Emergency War Programme for the Royal Navy in World War I. They were part of the larger "Flower class" shipbuilding project, which were also referred to as the "Cabbage class", or "Herbaceous Borders". The ships were also used outside their minesweeping duties as patrol vessels, tugs, and personnel and cargo transports.

The design for the Arabis class was made at the end of 1914. All 36 British vessels were ordered in July 1915, and were built in three batches, averaging 12 vessels. A further 8 vessels were later built in British shipyards for the French Navy. The design was highly appealing, as most shipyards were capable of building them, and construction could be completed in five months.

Like the preceding Acacia and Azalea-class sloops, these were single-screw Fleet Sweeping Vessels (Sloops) with triple hulls at the bows to give extra protection against loss when working.



**Table 5: HMS PC56 (PC-class) Specification and History**

Vessel	Name/s	HMS PC56		
	Type	Steamship – PC class		
Built	Date	Launched: 02/06/1917		
	Builder	Barclay, Curle & Co. Ltd., Glasgow		
Construction	Materials	Steel		
	Others	1 x 4-inch gun 2 x 12-pounder guns Ram bows of hardened steel		
Propulsion	Type	Steam		
		Twin screw		
Engine	Details	2x steam turbine, 3500 shp, 20 knots		
	Range	Oil Fuel		
	Boilers	2 cylindrical boiler, coal		
Drive	Type	Propeller		
	Number	2		
Dimensions	Length	247 ft	0 ins	m
	Beam	25 ft	5 ins	m
	Draught	8 ft	0 ins	m
Tonnage	Gross	682 grt		
Owner	First	British Admiralty Royal Navy		
Final Voyage	Outcome	Sold for breaking up 31 July 1923		

The P class, nominally described as "patrol boats", was in effect a class of coastal sloops. Twenty-four ships to this design were ordered in May 1915 (numbered P.11 to P.34) and another thirty between February and June 1916 (numbered P.35 to P.64) under the Emergency War Programme for the Royal Navy in the First World War. Ten of the latter group were in December 1916 altered on the stocks before launch for use as decoy Q-ships and were renumbered as PC-class sloops. None were named, although in 1925 P.38 was given the name Spey.

These vessels were designed to replace destroyers in coastal operations, but had twin screws, a very low freeboard, ram bows of hardened steel, a sharply cutaway funnel and a small turning circle. Clearly seen as the linear descendants of the late 19th century steam torpedo boats and coastal destroyers, many were actually fitted with the 14 in torpedo tubes removed from old torpedo boats

P-56 renumbered PC.56 before being launched and completed as PC-class sloop.

## **8.0 Conclusions & Recommendations**

The project took approximately 3 working days with 2 day of that time spent on on-line research.

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

The SS Agberi was an extremely busy ship with regular voyages between Liverpool and the West Coast of Africa via the Canary Islands. On the West Coast of Africa the SS Agberi sailed between many ports picking up and depositing cargoes. In 1915 it was requisitioned by the Russian Government until the end of 1916. From 1917, the SS Agberi returned to sailing to West Africa and was sunk on a return journey from Senegal.

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 Agberi

<https://coflein.gov.uk/en/site/274777/?term=Agberi>

<https://www.crewlist.org.uk/data/vesselsalpha>

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

[http://shippingandshipbuilding.uk/view.php?year\\_built=&builder=&ref=202324&vessel=AGBERI](http://shippingandshipbuilding.uk/view.php?year_built=&builder=&ref=202324&vessel=AGBERI)

[http://www.clydeships.co.uk/view.php?year\\_built=&builder=&ref=1659&vessel=BUTTERCUP](http://www.clydeships.co.uk/view.php?year_built=&builder=&ref=1659&vessel=BUTTERCUP)

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

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

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

<https://uboat.net/wwi/boats/?boat=87>

[https://uboat.net/wwi/ships\\_hit/85.html](https://uboat.net/wwi/ships_hit/85.html)

<https://uboat.net/wwi/types/?type=U+87>

<https://uboatproject.wales/>

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

<https://www.wrecksite.eu/wreck.aspx?11772>

[https://en.wikipedia.org/wiki/German\\_Type\\_U\\_87\\_submarine](https://en.wikipedia.org/wiki/German_Type_U_87_submarine)

[https://en.wikipedia.org/wiki/P-class\\_sloop](https://en.wikipedia.org/wiki/P-class_sloop)

[https://en.wikipedia.org/wiki/SM\\_U-87](https://en.wikipedia.org/wiki/SM_U-87)

<http://historicalrfa.org/requisitioned-auxiliaries/160-requisitioned-auxiliaries-a/2546-requisitioned-auxiliary-agberi>

## **9.2 Personal Correspondences**

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

## **9.3 Publications**

Larn, R. & Larn, B., 2000, Shipwreck Index of the British Isles: Volume 5 – West Coast and Wales. Lloyd's Register of Shipping.

## Appendices:

### Appendix A: Launch Announcement July 04 1905, SS Agberi

Shortly after noon yesterday a new steamer for Messrs. Elder, Dempster, & Co., of Liverpool, was launched by Messrs. Workman, Clark, & Co., Ltd., Belfast. The vessel is named the Agberi and she is a sister ship to the Patani, which was launched about a month ago from the same yard. Like the Patani, she is a vessel of over 3,600 tons gross, and will be employed in the West African coast trade. The four holds into which the cargo space is divided are capable of receiving large and bulky cargo, being almost entirely free of obstruction. The hatches to these holds are exceptionally large, and will be supplied with winches and derricks suitable for expeditious handling of cargo. For the accommodation of passengers a number of comfortable and well-furnished state-rooms are being fitted at the fore end of the bridge house, with a dining saloon in the centre of the vessel, and having convenient and efficient pantry and lavatory arrangements. The engines, constructed by Messrs. Workman, Clark, & Co., Ltd., at their Queen's Road Works, are of the modern triple expansion type, having steam from three large multi-tubular boilers working under Howden's system of forced draught.

### Appendix B: Appropriation Book 1905, SS Agberi

Official Number,	Name of Ship.	Tonnage.	Whether Steam or Sailing.	Port of Registry.	Date of Registry.
9	Harold	54	Sailing	"	$\frac{67}{05}$ 15 " "
120880	Agberi	2177	Steam	"	$\frac{68}{05}$ 21 " "
1	Shephren	1710	"	"	$\frac{69}{05}$ 23 " "
2	Stanley	714	"	"	$\frac{70}{05}$ 23 " "
3	Menepthah	1789	"	"	$\frac{72}{05}$ 29 " "
4	Barnesmore	2011	"	"	$\frac{73}{05}$ " " "
5	Jane Rowland	74	"	"	$\frac{75}{05}$ 24 Oct. 3
6	Barra	2404	"	"	$\frac{76}{05}$ 4 " "
7	Orator	2283	"	"	$\frac{77}{05}$ 7 " "
8	Tronto	2055	"	"	$\frac{78}{05}$ 11 " "

**Appendix C: Mercantile Navy Listing 1906, SS Agberi**

99047	Afrikander	M.N.C.L	London, 1892	Middlesbrough	1892	Steel	309 5	40 6	25 4	1772	2742	500 Sc.	Bucknall Steamship Lines, Lim., 23, Leadenhall Street, City, London.
110640	Agamemnon	R.N.D.B	Liverpool, 1900	Greenock	1900	Steel	442 1	52 7	32 0	4462	7011	800 Sc.	Edward Lloyd, same address. The Ocean Steamship Co., Lim., 1, India Buildings, Liverpool. Alfred Holt, same address.
65673	Agamemnon	..	London, 1885	South Shields	1872	Iron	106 3	18 3	10 0	14	129	55 Pa.	James Irwing, 1, Barrack Street, Sunderland.
110686	Agami	R.D.W.B	Grimsby, 1899	Selby	1899	Iron	110 0	21 2	11 2	63	186	50 Sc.	Thomas Baskcomb, Fish Dock, Grimsby.
99876	Agapanthus	M.W.J.F	Glasgow, 1893	Linthouse	1893	Steel	380 0	46 0	27 5	2866	4409	380 Sc.	John B. Murray, 24, George Sq., Glasgow.
78596	Agate	..	Glasgow, 1878	Rutherglen	1878	Iron	120 0	20 1	9 6	67	204	35 Sc.	William Robertson, 15, Gordon St., Glasgow.
99546	Agate	M.T.J.G	Hull, 1891	Beverley	1891	Iron	101 0	20 5	11 0	61	156	43 Sc.	The Kingston Steam Trawling Co., Lim., Hull. Lawrence Spring, St. Andrew's Dock, Hull.
106668	Agatha	..	Grimsby, 1896	Beverley	1896	Iron	94 0	20 5	10 7	48	137	40 Sc.	William Grant, Mill Rd., Cleethorpes, Grimsby.
119713	Agatha	H.C.V.D	Southampton, 1905	Southampton	1905	Steel	164 5	24 6	12 5	162	353	100 Sc.	Sir Edward W. Greene, Bart., M.P., Nether Hall, Bury St. Edmunds.
120880	Agberi	H.D.M.C	Liverpool, 1905	Belfast	1905	Steel	370 3	49 3	21 8	2177	3463	600 Sc.	Sir Alfred L. Jones, K.C.M.G., Water St., Lpl.
88959	Age	S.L.H.N	Melbourne, 1888	Hartlepool	1887	Steel	289 8	38 1	19 2	1493	2284	200 Sc.	Howard Smith & Co., Lim., Melbourne.
115124	Agenoria	T.D.G.F	Hartlepool W., 1902.	Middlesbrough	1901	Steel	330 2	46 0	22 2	1931	2977	261 Sc.	Matthew Rickinson & Archibald G. Rickinson, 8, Church St., West Hartlepool.
117572	Agenoria	V.G.M.R	Methil, 1905	Montrose	1903	Steel	112 2	20 6	8 2	69	190	28 Sc.	Adolph L. Renstrom, Methil, Fifeshire.
71815	Agenoria	..	Sydney, N.S.W., 1875	Lavender Bay, N S W	1874	Wood	53 4	10 1	5 0	14	20	12 Sc.	George Wagstaffe, Brisbane Water, N.S.W.

**Appendix D: Lloyd's Register Supplementary 1906, SS Agberi**

1905-06		LLOYD'S REGISTER. STEAMERS.										A			
No. in Book.	Steamer's Name.	Material, Rig, &c.	Register's Tonnage	Particulars of Classification.	Built.	Owners.	Register's Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Modified depth.	14	15	16
Official No.	Master.	Late Name if any.	Gross.	Character.	When.	By Whom.	Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke Boiler Pressure. NIP—Horse power by Society's formula. RIP—power by Ship's Register.	Freeboard midship	14	15	16
Code Letters.	Special Surveys.	No. of Decks, &c.	Under deck.	For Special Survey. Date of last Survey.	Ship.	Where.					Particulars of Boilers & Furnaces Register Maker's Name.	f.	14	15	16
252	Agatha	Iron	137	1896	Cochrane & Cooper	W. Grant	94'0"	20'5"	10'7"	Grimsby	T.3Cy.11',17"×28"-21"	11'4"			
106488	E. Grant	-96	128		Beverley		Q17'			British	40RH C.D.Holmes & Co., Hull				
	(Trawler)	1Dk	48												
253	Agberi	Steel	3100	1905	Workman, Clark & Co. Ld	Elder, Dempster & Co.	370'0"	49'3"	21'7"	Liverpool	T.3Cy.26',44"×74"-48"				
	See No. 15 in Supplement				Belfast		B98'F45'			British	379NH				
	2 Dks Shelter deck & deep framing									WB	Wrkman Clark & Co Ld. Bel.				
254	Agder	Iron	314	1884	Akers Mek	M. Egge	135'9"	23'2"	11'1"	Haugesand	C.2Cy.16 1/2"×29"-18 1/2"				N
	R. Heland	1Dk	323		Verksted Christiania		Q21'B47' H7' F146'			Norwegian	30NH				
	HDGM		184							WB	Akers Mek Verksted, Xia				
255	Age	Steel	2284	1888	E. Withy & Co.	Howard, Smith & Co. Ld.	289'8"	38'1"	19'2"	Melbourne	T.3Cy.21 1/2", 35"×59"-39" (o)	22'3"			2,05
	1 Bow & 1 aft		1723		2mo		P31'Q86'B118'			British	152th 80B NDB97 217NH				
	118124		1493		W Hartlepool		F31'			British	2SB 8'f, as 92,				
	SLHN	Wall deck			AACP		WB = Cell D B248' 490t APT 305'				T. Richardson & Sons, Hpl.				
	1 Dk (Stl-ptws) & Web frames														
256	Agenoria	Steel	2377	1902	R. Craggs & Sons	Rickinson, Sons & Co.	330'2"	46'0"	22'2"	W. Hartlip	T.3Cy.24", 38"×64"-42" (r)	24'4"			10,04
	A.C. Wilson	-02	2803		1mo		P27'B166'F35'			British	160th 100B 279NH	23'8"			
	1 Dk (pt Iron & pt Stl) 2tr B & Web frames 3 Dk rule		1931		Middlesbro		WB = Cell D B102' 4E & B 40' / 140'			FK	3BH Cem	2SB 8'f, as 129, as 4398			
	118124				Lloyd's AACP						Richardson, Westgarth & Co. Ld. Mdb.				
257		Steel	190	1903	Montrose	Aggenoria S.S. Co.	112'2"	20'6"	8'2"	London	C.2Cy.18"×26"-18" (s)	9'0"			
	J. Mackay	04-04	144		10mo	S.B.Co.	Q36'F19'			British	120B 28RH	11'0"			
	118172		69		Montrose	Montrose	WB = Cell D B102' 4E & B 40' / 140'			FK	3BH Cem	1SB 2p, as 32, as 654			
	VGMR	1 Dk (Stl)			Lloyd's AACP	Bockett, Baillie & Co. Ld				WB = FPT 191	Plenty & Son, Ld. Newbury				

**Appendix E: Sea Trails, Sept 1905**

**SHIPBUILDING IN BELFAST.**

**TRIAL TRIP OF S.S. AGBERI.**

This new steamer, which is the latest addition to the fleet of Messrs. Elder, Dempster, & Co., of Liverpool, and which has been built and engineered by Messrs. Workman, Clark, & Co., Ltd., left Belfast on the 22nd inst. for a trial cruise in the Lough, after which she proceeded to Liverpool, and will be placed shortly on the West African Coast service. The Agberi is a sister vessel to the Patani, which left this port about six weeks ago, and is 384ft. long, with a gross tonnage of over 5,400. The cargo holds, four in number, are capable of receiving large and bulky consignments, being practically free from obstruction. Each hold is fitted with a large hatch, and is furnished with the necessary winches and derricks, suitable for rapid handling of cargo. In the bridge deck house a number of comfortable staterooms, with a spacious dining saloon adjoining, have been provided for passengers, and they will find that the pantry and lavatory accommodation is of the most satisfactory character. The propelling machinery consists of a set of triple expansion engines, having all the necessary auxiliaries, and supplied with steam by three steel multitubular boilers working under Howden's system of forced draught. The Agberi has been built in accordance with British Corporation requirements for their highest class, and during construction has been under the supervision of Captain Thompson (marine superintendent) and Mr. Wilkie (engineer superintendent) for the owners.

**Appendix F: Advertisement for Sailings to West Africa**



**WEST & SOUTH-WEST COASTS OF AFRICA.**  
**BRITISH AND AFRICAN LINE.**  
**ROYAL MAIL STEAMERS.**

**LIVERPOOL, HAMBURG and ROTTERDAM to MADEIRA, CANARY ISLANDS and the WEST AND SOUTH-WEST COASTS OF AFRICA.**

The Steamers of this Company are appointed to sail as under, carrying His Majesty's mails:—

**LIVERPOOL to WEST AFRICA.**

<b><u>AGBERI</u></b> .....	<b>Thursday, Apr. 19</b>
<b>BATANGA</b> .....	<b>Friday, Apr. 20</b>

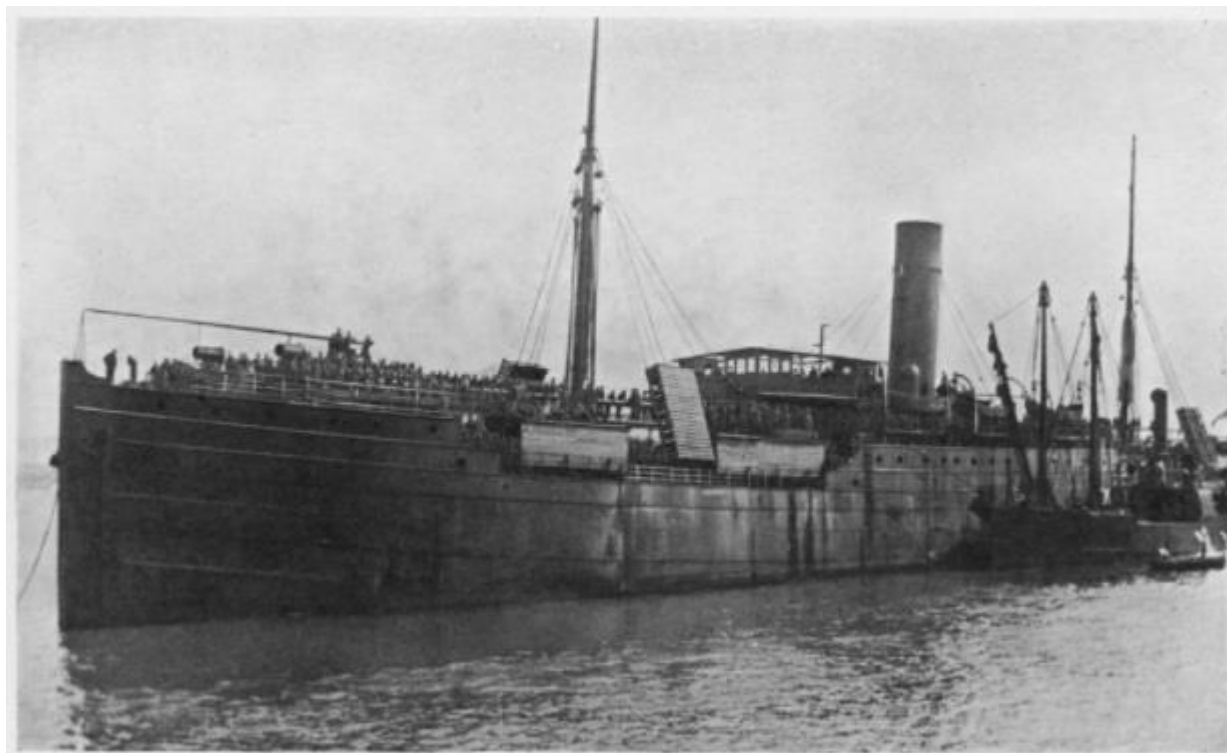
Passengers embark by tender at 11 a.m. from the Prince's Landing Stage on day of sailing.

Loading berth in Liverpool. North-East Side Harrington Dock.

For further information apply to  
**ELDER, DEMPSTER and Co.,**  
**Colonial House, 20, Water-street, Liverpool.**

**Appendix G: Reported Death of Passenger, Apr 04 1906**

**ANTI-TEA DUTY AGITATOR.**  
Mr. Herbert Eastwick Compton, a well-known author, and late organising secretary of the Anti-Tea Duty League, leapt overboard from the Agberi on the voyage to Maderia, and was drowned. He had undertaken the voyage for the benefit of his health. Mr. Compton organised the agitation against the heavy duty on tea, and was chiefly instrumental in obtaining the reduction of the duty from 8d. to 5d. per lb. He was the author of the familiar verse beginning "It don't seem right to me."

**Appendix H: SS Agberi at Brest with Russian Troops, Aug 16 1916**



**Appendix I: SS Agberi Crew List, Nov 1917**

Name of Ship Agberi

**PARTICULARS OF ENGAGEMENT.**  
To be filled in when the Agreement is not delivered.

No.	Names of the Master and Crew.	Age.	Nationality. (If British, state birthplace.)	Ship to which engaged, but never, and part of discharge certificate. Particulars to be entered only when not given upon other copy of Agreement.		Date and place of signing Agreement.		In what capacity engaged. No. of Certificates (if any), and No. of Discharge Certificates (if any). (B.V. 110 and 111.)
				Year.	Name of ship and Office No. or Part also referred to.	Day.	Place.	
1	Tom Brown	20	St Leone	1917	Same	4/9/17	Lpool	Pantry Steward
1	B. Mollo	22	do	do	Egwanga	do	do	asst Steward
1	E. Holt Wilson	21	do	do	Ashanti	do	do	Logg Steward
1	Tom Newman	27	do	do	Buratu	do	do	Scullion
1	Johnson Smith	36	do	do	Gaboon	do	do	S. ship <sup>100</sup> Cook Baker asst Cook
1	James Bapetch	56	Kendal	do	Benue	do	do	Butcher
1	Wm Kenrick	31	Ormskirk	19	Aburi	do	do	Purser
1	J. H. Edgar	21	Lpool	30	Same	do	do	black
1	Wm Geo Longill	16	do	do	Karina	do	do	black
1	Robt Jones	17	Warrnerch	1st Voy		do	do	black
1	John McDonald	21	Stornoway	1917	Floresmere	10/9/17	do	A.B.
1	L. M. Iver	26	do	do	do	do	do	A.B.
1	D. Parker	22	Lpool	do	Egba	29/11/17	St Leone	Seaman
1	Dan Davies	29	St Leone	do	Agleri	do	do	Seaman
1	Jim Brown	22	do	do	do	do	do	do
1	4 o'clock	24	St Leone	do	Agleri	do	do	do
1	boffe	22	St Leone	do	Same	do	do	Seaman
1	Borbor	24	-do-	do	do	do	do	do
1	Jno Eustace	18	-do-	do	Aburi	do	do	Logg std
60	Geo Washington	18	-do-	do	Aburi	do	do	Scullion

**ACCOUNT OF APPRENTICES ON BOARD**

Christian Name and Surname at full length.	Age.	Place of Birth, stating name of Town or Country.	Registry of Indenture.		Date, Place, and Ocean of leaving this Ship, or of Death.		
			Date of	Part of	Date.	Place.	Cause.

† In the case of lost vessels it should be clearly shown whether the seaman were "discharged," "drowned," or "supposed drowned."

### **Appendix J: U-87 Class U-Boat**



### **Appendix K: Arabis Class Sloop**



### **Appendix L: 1917 PC Class Patrol Boat**



**Appendix M: Lloyd's Casualty Listing 1917, SS Agberi**

# LLOYD'S REGISTER OF SHIPPING.

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

1ST OCTOBER TO 31ST DECEMBER, 1917.

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to the 4th June, 1918.

### EXPLANATION OF CONTRACTIONS.

#### NATIONALITY.

Amr. = U.S. of America.	Chn. = Chinese.	Itl. = Italian.	Rus. = Russian.
Arg. = Argentine.	Col. = British (Dominions).	Jap. = Japanese.	Sia. = Siamese.
A.-H. = Austro-Hungarian.	Dan. = Danish.	Mex. = Mexican.	Sp. = Spanish.
Blg. = Belgian.	Dut. = Dutch.	Nor. = Norwegian.	Swd. = Swedish.
Brz. = Brazilian.	Fre. = French.	Per. = Peruvian.	Trk. = Turkish.
Cbn. = Cuban.	Ger. = German.	Ptg. = Portuguese.	U.K. = British (United Kingdom).
Chl. = Chilean.	Grk. = Greek.	Rou. = Roumanian.	Urg. = Uruguay.

#### DESCRIPTION.

Bg. = Brig.	Bn. = Brigantine.	m. = Masts.	Sc. = Screw Steamer.	Tw. = Twin.
Bk. = Bark.	C. = Composite.	Pad. = Paddle Steamer.	Sr. = Schooner.	W. = Wood.
Bkn. = Barkentine.	I. = Iron.	S. = Ship.	Stl. = Steel.	

## I.-STEAMERS.

No. in Reg. Book. 1917-18	Vessel's Name.	Tons.		Nation-ality.	Descrip-tion.	No. in Reg. Book. 1917-18	Vessel's Name.	Tons.		Nation-ality.	Descrip-tion.
		Net.	Gross.					Net.	Gross.		
139	Adams .....	1446	2223	U.K.	Stl. Sc.	875	Border Knight .....	2394	3724	U.K.	Stl. Sc.
146	Adela .....	308	685	U.K.	I. Sc.	18	Bostonian .....	3668	5736	U.K.	Stl. Sc.
211	Adrian .....	83	199	U.K.	I. Sc.	Sup. 1158	Brigitta .....	1315	2084	U.K.	Stl. Sc.
277	Agberi .....	3098	4821	U.K.	Stl. Sc.	1182	Bristol City .....	1786	2808	U.K.	Stl. Sc.
329	Aigburth .....	392	824	U.K.	Stl. Sc.	68	Cadmus .....	1170	1879	U.K.	Stl. Sc.
408	Alavi .....	2324	3627	U.K.	I. & Stl. Sc.	129	California .....	3098	5629	U.K.	Stl. Tw. Sc.
590	Alfred H. Read .....	173	457	U.K.	Stl. Sc.	167	Cambric .....	2204	3403	U.K.	Stl. Sc.
598	Algarve .....	680	1274	U.K.	Stl. Sc.	247	Canova .....	2929	4637	U.K.	Stl. Sc.
632	Alice Marie .....	1218	2210	U.K.	Stl. Sc.	272	Cape Finisterre .....	2803	4380	U.K.	Stl. Sc.
691	Almond Branch .....	2191	3461	U.K.	Stl. Sc.	366	Carlo .....	1899	3040	U.K.	Stl. Sc.
692	Almora .....	2835	4885	U.K.	Stl. Sc.	25	Cayo Benito .....	2213	3427	U.K.	Stl. Sc.
745	Amadavat .....	68	171	U.K.	Stl. & I. Sc.	Sup. 368	Champagne (ex Oropesa) .....	3293	5360	U.K.	Stl. Tw. Sc.
869	Amsteldam .....	773	1238	U.K.	Stl. Sc.	"O" 727	Charleston .....	1163	1866	U.K.	Stl. Sc.

## Appendix N: Official Admiralty Report of SS Agberi Sinking

ORIGINAL WITH M. BRANCH. M.81675

British S.S. "AGBERI" Sunk by submarine, 25th December, 1917.

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1. (a) Dakar. (b) Dec. 8th. (c) Liverpool. (d) Under Convoy.

2. Elder Dumpster. African produce.

3. Herbert Lamont.

4. (a) (b) 30.55 N. 6.15 W. 3.5 p.m. Dec. 25th  
 (c) same 3.30 p.m. "  
 (d) same 3.30 p.m. "

5. (a) Torpedo  
 (b) Yes

6. N. 50 E. magnetic 8 knots

7. (a) Yes. (b) No. 2 Zig-zag. (c) Since 9 a.m.

8. Strong N.E. wind. Sea rough. Visibility good.

9. (a) Yes. (b) No. (c) About 40 or 50 yards away (d) Yes and was sunk.

10. (a) No. (b) No.

11. (a) 5. (b) One crew nest, one on top of wheel house. Two officers on bridge

12. Not seen

13. No colours.

16. (a) Convoy. (b) Astern and ships on each side. (c) No.

17. (a) Yes. (b) No.

19. (a) Yes. (b) Mercantile Code and Diversion Code. (c) Went down with ship.

20. (a) No. A few mail bags.

25. 8 knots

26. (a) One. (b) One.

27. (a) Midships portside. (b) just foreside of bunkers

28. ~~NO~~ 65

29. No

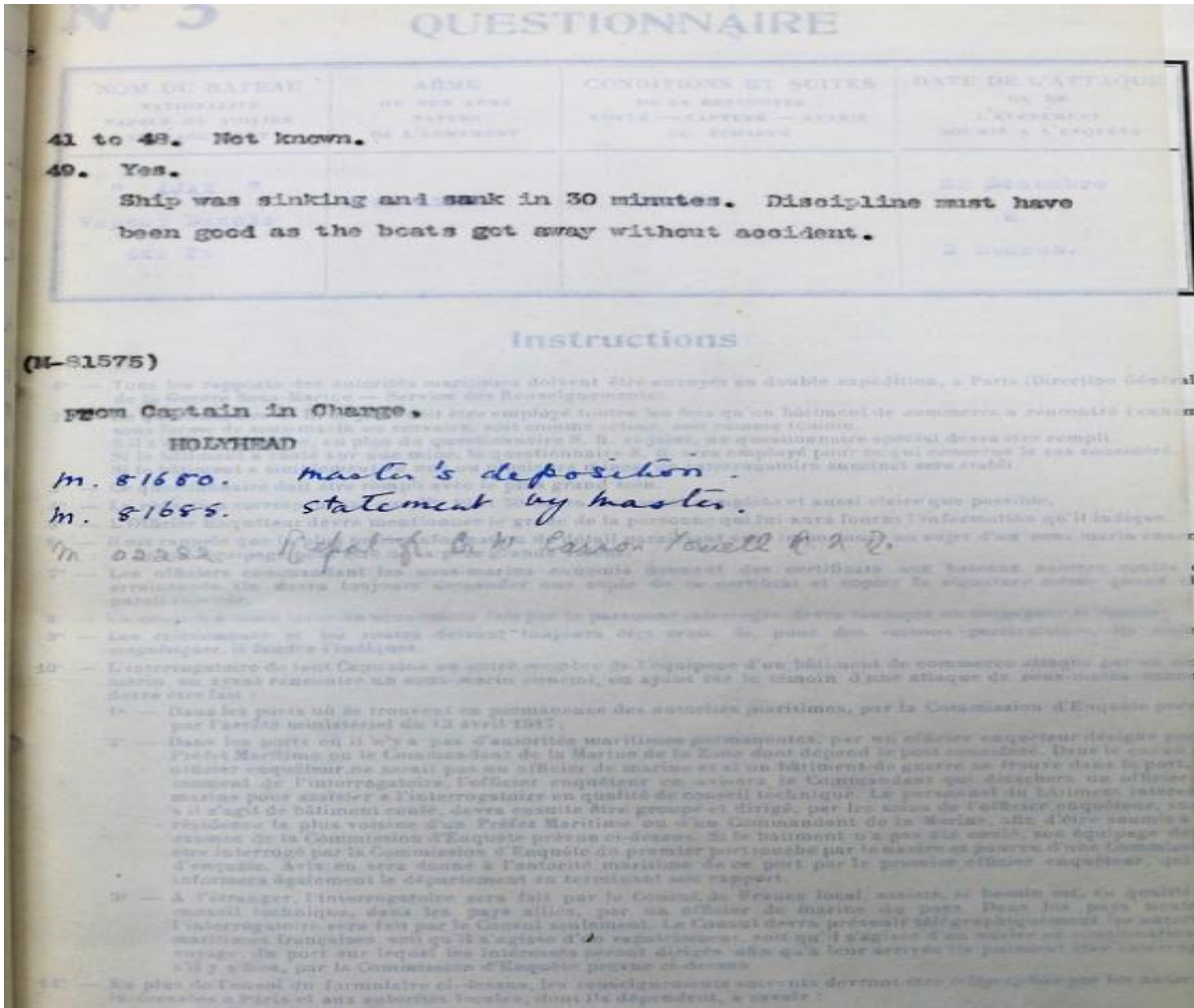
32. (a) 12 pounder. (b) M. Holdsworth. M.Z. 2130 A.S. R.N.V.R.  
 D.J. Sales B.Z. 5891 O.S. R.N.V.R.

37. Yes 31 (a) Box and Ventilator type. (b) Not used.

38. No. (b) No.

39. (a) 65. (b) Yes.

40. (a) Some picked up by P. 57. Some picked up by Patrol Vessel.  
 (b) John Callaghan



### Appendix O: Official Admiralty Report of U-87 Sinking

No. of Paper.  
P.56  
SUBJECT 25.12.17.  
December 25  
52 DEGREE 56'N.  
05 DEGREE 07'N.

Report from H. M. S. P.56 forming part of the escort force for a convoy of six ships from Dakar to Liverpool, and had been detached to escort S.S. "SOCRATES" which had dropped astern. When rejoining convoy at 1440 she observed a steamer the "AGBERI" torpedoed and received a signal from H.M.S. "BUTTERCUP", escorting convoy, to join her with all dispatch. On coming up she was ordered to pick up survivors and was proceeding to carry out the order when at 1510 the periscope of a submarine was sighted one point on the port bow, distant 150 to 200 yards. P.56 passed periscope about 10 yards on her port side and when it was abreast the bridge released two "D" depth charges. A heavy explosion took place which brought submarine to surface. Helm was put hard a starboard to turn and ram, and fire opened with the port 12 pdr 12 cwt. Three rounds were fired, two of which were hits, the second round striking port side of conning tower and splitting it, the third hitting abaft conning tower.

P.56 struck the submarine at a speed of about 20 knots on the port side between conning tower and stern, cutting her clean in two. The stern portion came to the surface momentarily and sank. The forward part remained on the surface with bow dipping, exposing the interior to view. Details of the interior could be plainly seen both by P.56 and H.M.S. "BUTTERCUP".

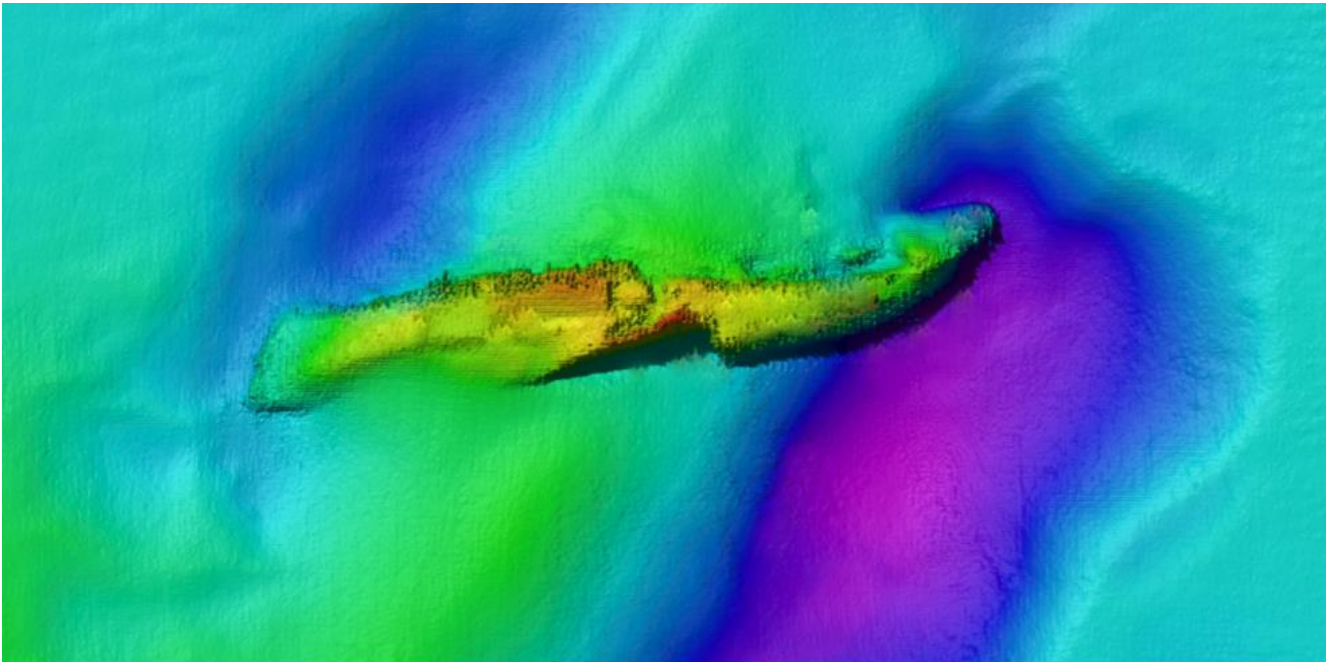
Helm was put to starboard. Four rounds were fired from the 4" gun and five more from the port 12 pdr. 12 cwt. at a range of about 200 yards. The 2nd and 4th round from the 4 inch were hits and the first three rounds from the 4 inch were hits and the first three rounds from the 12 pdr. 12 cwt., and the submarine then sank bow first.

When "AGBERI" was torpedoed the "BUTTERCUP" turned towards where the submarine was likely to be and considers she hit her, the shock being fairly severe. After P.56 had rammed, "BUTTERCUP" opened fire with her foremost 4" and a shot hit the base of the conning tower. The action lasted 10 to 15 minutes.

On docking P.56 the damage to bows was found to be very extensive.

M. 017929. (green slip)

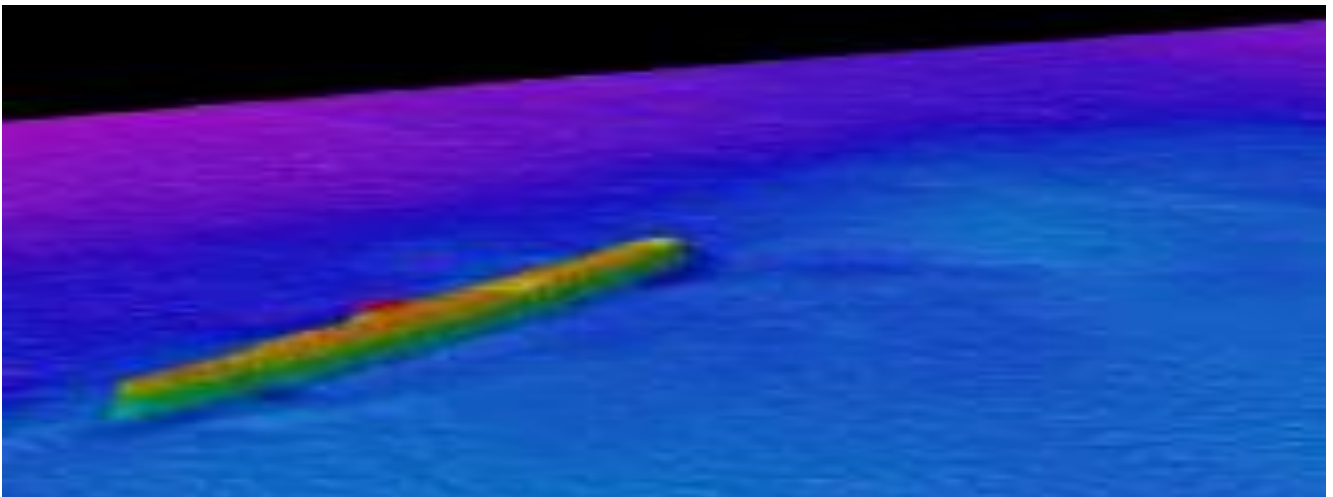
## Appendix P: Sonar Image of Wreck of SS Agberi



<https://uboatproject.wales/>

Image taken from the multi-beam echo sounder surveys undertaken by Bangor University in 2018, as part of the Royal Commission's HLF funded Partnership Project - 'Commemorating the Forgotten U-boat War around the Welsh Coast 1914-18'. <https://uboatproject.wales/>

## Appendix Q: Sonar Image of Wreck of U-87



<https://uboatproject.wales/>

Image taken from the multi-beam echo sounder surveys undertaken by Bangor University in 2018, as part of the Royal Commission's HLF funded Partnership Project - 'Commemorating the Forgotten U-boat War around the Welsh Coast 1914-18'.

## Appendix R: Video Reconstruction of Sinking of SS Agberi & U-87

[https://www.youtube.com/watch?v=DSW8N1tkhwU&feature=emb\\_imp\\_woyt](https://www.youtube.com/watch?v=DSW8N1tkhwU&feature=emb_imp_woyt)