

Forgotten Wrecks  
of the  
First World War



LED BY IWM

2018

# *SS Kurland*

## Site Report





**FORGOTTEN WRECKS  
OF THE FIRST WORLD WAR**

***SS KURLAND* SITE REPORT**



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MAT staff involved in research and recording: Amanda Bowens, Jan Gillespie, Jasmine Noble Shelley and Julie Satchell.

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

## **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.1100 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 Kurland*.

## 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 to *SS Kurland*.

### 2.1 Desk Based Research

Research on the *SS Kurland* considered the following sources:

<b>Pastscape:</b>	<a href="http://www.pastscape.org.uk/hob.aspx?hob_id=1163011">http://www.pastscape.org.uk/hob.aspx?hob_id=1163011</a>
<b>Wrecksite EU:</b>	<a href="http://www.wrecksite.eu/wreck.aspx?78762">http://www.wrecksite.eu/wreck.aspx?78762</a>
<b>Other URL:</b>	<a href="http://www.searlecana.org/sunderland/sunderland087.html">http://www.searlecana.org/sunderland/sunderland087.html</a> Vessels built in Sunderland, of which <i>Kurland</i> is one. <a href="http://www.theshipslist.com/ships/lines/argo.shtml">http://www.theshipslist.com/ships/lines/argo.shtml</a>

Contact with museums, individuals and physical archives in relation to this site have included:

- Martin Woodward, Isle of Wight Shipwreck Centre
- The National Archives (*document BT 110-344*)

### 2.2 Geophysical Survey Data

Desktop research included studying bathymetric imagery of the wreck of *SS Kurland*. Data was kindly provided by the Maritime & Coastguard Agency: 2016 HI1499 Southern Approach to Eastern Solent

1m CUBE, and this data was supplied includes public sector information licensed under the Open Government Licence v3.0.

### 2.3 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 the following recoveries from the site including those listed by the Receiver of Wrecks (RoW), and these are explored further in Section 5.

<b>RoW records:</b>	Decanter, 3 oiling boxes, 2 shell cases, 2 timer heads, a rifle butt, a crucible, 2 tiles, a plate, 2 wooden gun stocks, ¼ turn brass valve, 3 horseshoes, wooden rifle butt and a brown glazed water filter
<b>Martin Woodward collection:</b>	Builders plate

## 3. Vessel Biography: *SS Kurland*

*SS Kurland* was chosen as one of the Forgotten Wrecks case study sites because it’s identity was not certain and it was known as the ‘rifle wreck’ and often confused with the vessel *SS Leon* until the 1970’s. The vessel carried a varied cargo, which can still be seen within the wreck making it an interesting ‘snapshot’ of wartime cargo being transported during the First World War.

### 3.1 Vessel Type and Build

*SS Kurland* was built by Thompson and Sons, in Sunderland and completed on 30 October 1888 having been launched on 10 September 1888. The ship was a steel screw, schooner rigged steamer with a gross tonnage of 2022. The 284ft (86.6m) long ship had a beam of 38ft 1” (11.6m) and was powered by a triple expansion engine with one boiler (Larn & Larn, 1995). It was described as having a long RQ deck, short full poop deck, long bridge to the foreside of foremast, and open TG forecastle; the build was quite typical for a cargo ship of the era (Woodward, n.d.).

### 3.2 Pre-war Career

Originally named the *William Branfoot*, the *Kurland* was owned at the time of launch by Tyzack and Branfoot Steam Shipping Company of Sunderland. It was sold to Argo Dampfschiffahrts Gesellschaft - Richard Adler & Söhne, a German company of Bremen in 1897, and then again to a Belgian company named Compagnie ens Ocean in 1908. When the ship was purchased by the Bremen company it was renamed from *William Branfoot* to *Kurland*, and re-registered in Antwerp (Wrecksite, 2001-2018).

The ship operated as a trans-Atlantic commercial cargo transport. Research using the British Newspaper Archive (<https://www.britishnewspaperarchive.co.uk/>) reviewed available publications such as *Lloyd’s List*, *The Scotsman*, *Shields Daily News*, *Sunderland Daily Echo and Shipping Gazette* etc, that report vessel arrivals and departures, as well as incidents involving shipping. Significant amounts of information on the voyages of the vessel as both the *William Branfoot* and *Kurland* have demonstrated the variety of routes the ship traded along. The range of voyages and their dates are detailed in Section 8 Appendix which provides a list of indicative voyages (the is not an exhaustive list of all ship voyages). It should be noted that there were two vessels named *Kurland* operating at the same time over a number of years, the voyages in the Appendix are only those that can be definitely attributed to the *Kurland* which is the subject of this report.

The *William Branfoot* traded across the Atlantic with ports in the United States, Uruguay and Argentina being regularly visited. Other voyages took in Egypt, Japan, Malaysia, Hong Kong, Singapore, Japan and India. There were also frequent voyages to Northern European ports – Bremen, Latvia, Denmark

and Spain. Following the change of name to *Kurland* a similar pattern of voyages seems to have continued around Northern Europe, such as carrying coal from the UK for Norway, and across the Atlantic to New Orleans.

The *William Branfoot/ Kurland* was involved in a number of incidents during its shipping career, these included:

- “The steamer Zeta, of London, proceeding down the Thames, collided off Blackwall with the steamer William Branfoot, of Sunderland, bound up, cutting into her port bow. The stem was smashed. The William Branfoot had to put back to dock” (Sunderland Daily Echo and Shipping Gazette - 10 November 1890).
- “William Branfoot s, of Sunderland, grounded on the bank in the Suez Canal since Saturday, between kilometres 06 and 64; unloading assistance given. Navigation obstructed” (Sunderland Daily Echo and Shipping Gazette - 07 October 1891).
- Antwerp, Jan. 25.—On Jan. 21 the German steamer Kurland, Lubken, when leaving for New Orleans, collided with in the Scheldt and damaged the coal laden lighters Ida and Prince Baudouin. The accident occurred as the Kurland, which sustained no damage and proceeded was getting out of the way of another steamer. Another account states that the Kurland has been libelled by the owners of the lighters.” (Lloyd's List - 26 January 1904).

### 3.3 First World War Use & Loss

The *Kurland* was owned and operated at the time of loss by Compagnie ens Ocean. On the last voyage, the *Kurland* was bound for Calais from New York, primarily carrying rifles and military equipment for the Belgian government (Wrecksite, 2001-2018). It was this cargo that caused the wreck to be known as the ‘Rifle Wreck’ before the discovery of its true identity. The ship was not armed, despite the cargo it was carrying. The cargo also consisted of shoes for mules and horses, wheels, tyres and bricks.

On the 13 December 1917, the *Kurland* was attacked by a German U-boat but managed to escape unscathed, and carried on along the planned route until, as nearing St. Catherine’s Point Isle of Wight, at approximately 5am, it struck another vessel. According to later reports, it had collided with the *Deventia*, a British steamer. The *Deventia* went astern and steamed away, reportedly showing no lights, and ‘either unaware of the damage they had caused or choosing to ignore it’ (SearlCanada, n.d.).

The *Deventia* struck the *Kurland* amidships causing the ship to sink within minutes. Information on this vessel is sparse, and it is not known what became of the crew. In the legal proceedings that took place afterwards, both owners of the vessels tried to blame the other for the incident (Woodward, n.d.).

### 3.4 Associated Vessels

SS *Deventia*, the vessel that struck the *Kurland*, was a British cargo vessel built in 1913. After the run-in with the *Kurland*, it continued to operate until 1929 when it was wrecked in bad weather off the Devon coast.

### 3.5 People associated with the *Kurland*

Due to the sparse information on this vessel, it is not known what became of the crew; neither has it been possible to trace any other individuals associated with the ship.

### 3.6 Post-loss Activity

The *Kurland* has in the past been confused with the wreck of the *Leon*, and is one of a number of large First World War cargo vessels for which the correct identity has often been mis-reported.

The true identity of the site was discovered by Martin Woodward in the 1970s upon finding the builder's plate under the keel of the vessel. The discovery of 1880s Belgian Mauser rifles helped to cement this identification.

The site has been dived extensively by Martin Woodward and is advertised by numerous dive boat charter companies as being amongst the wrecks they visit.

### 3.7 Site Visit/Fieldwork

SS *Kurland* has been dived twice by the MAT, once on the 13 July 2016 and again on the 03 July 2017, from the dive boat *Wight Spirit*.

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.

In 2016 four divers undertook a total of 216 minutes diving on the wreck over one day. The dive team used self-contained breathing apparatus (SCUBA) with a breathing gas of nitrox using accelerated decompression procedures. Visibility on this day was poor at just 3-4 metres and low light.

In 2017 eight divers undertook a total of 384 minutes diving on the wreck over one day. As before, the dive team used self-contained breathing apparatus (SCUBA) with a breathing gas of nitrox using accelerated decompression procedures. Visibility was again poor at 2-3 metres with low lighting.

## 4 Seabed Remains

### 4.1 Site Location and Environment

The wreck of the SS *Kurland* lies at 50.57993, -1.0551 south east of the Isle of Wight off St. Catherine's Point, at an approximate depth of 30m on a sand and shelly seabed.

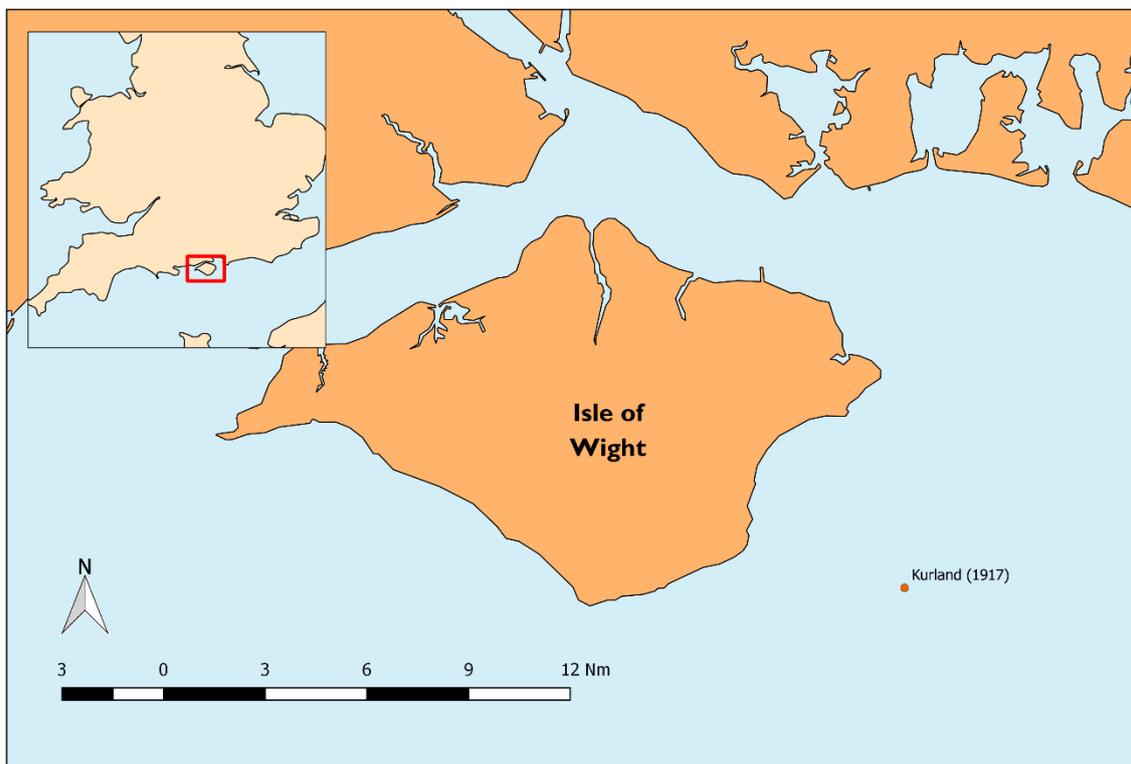


Figure 1: Location of SS *Kurland*

## 4.2 Archaeological Methodology

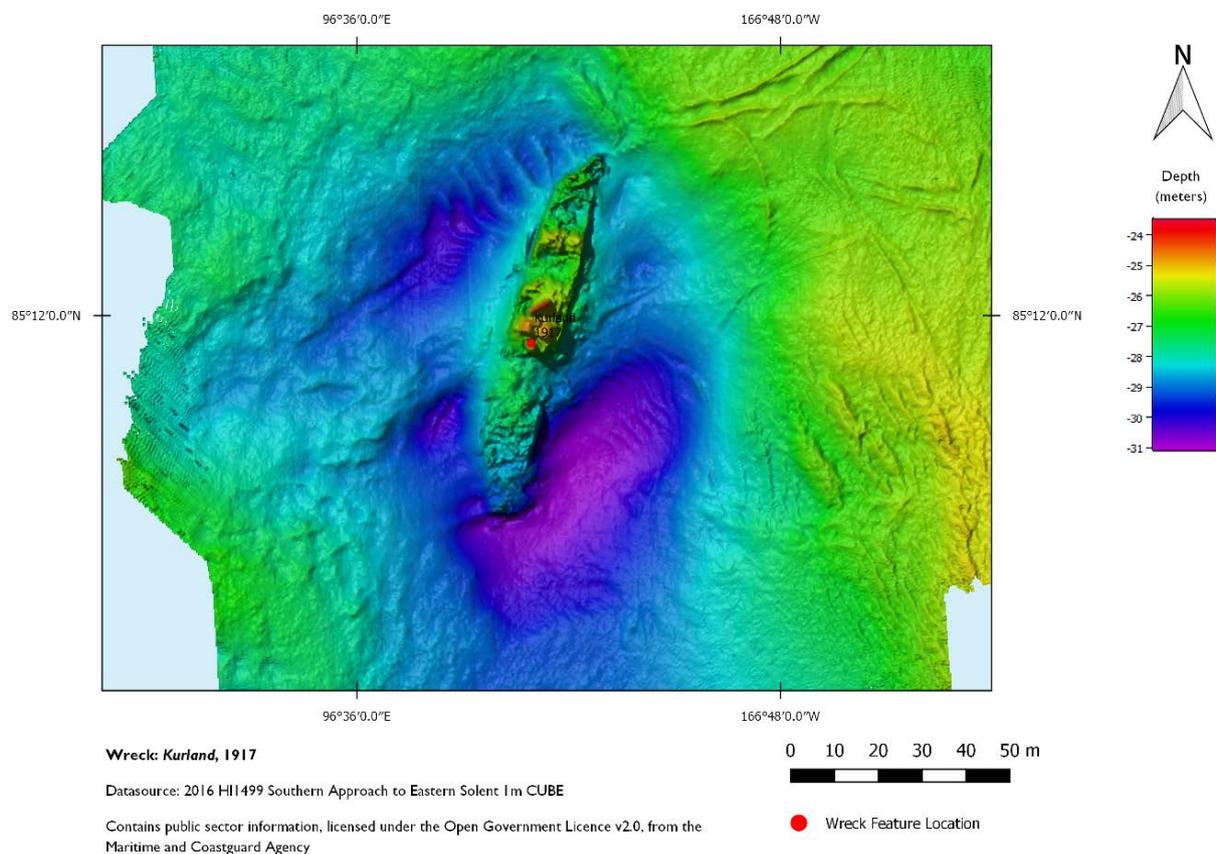
Photogrammetry was carried out by a pair of divers using a Nikon D700 DSLR camera with a Tonkina fisheye 10-17mm lens. Starting from midships area, one concentrated on midships hold to stern on the starboard side while the other concentrated on the port side from stern to midships.

Other divers carried out specific tasks to identify and measure key features:

- Locate horse shoes and other cargo and capture video footage;
- Record types of marine life on the site;
- Locate the engine block and measure the pots; and
- Take measurements for photogrammetry scale.

## 4.3 Description of Surviving Vessel Remains

The wreck of the *Kurland* is orientated SSW – NNE (bow to the south) and sits in an area of scour that would have been created by the tidal movement around the wreck as the general surrounding seabed depth is approximately 27m, this can be seen in the depth scale in Figure 2. The scour is particularly prevalent around the bow area and towards the port side.



**Figure 2: Geophysical image of SS *Kurland* (Contains Public Sector information licenced under the Open Government Licence v.3 from the Maritime and Coastguard Agency)**

A closer image of the wreck indicates where the main cargo hold lies that still contains a large amount of the original cargo (Figure 3).

The wreck stands upright and is broken up in places; one of the ship's four holds still stands and contains lots of the original cargo that was being transported at the time of sinking. The boilers are the most prevalent point standing approximately 4.5m high in the midships area.

Parts of the hull still stand in the midships section and structural frames can be seen standing upright where the plates have collapsed from them (Figure 4 and 5). In the midships section the port side of the hull stands around 1.5 – 2.5m high from the area of scour. Confused structural elements of pipes and girders litter the midships section around the area of the boilers (Figure 5).

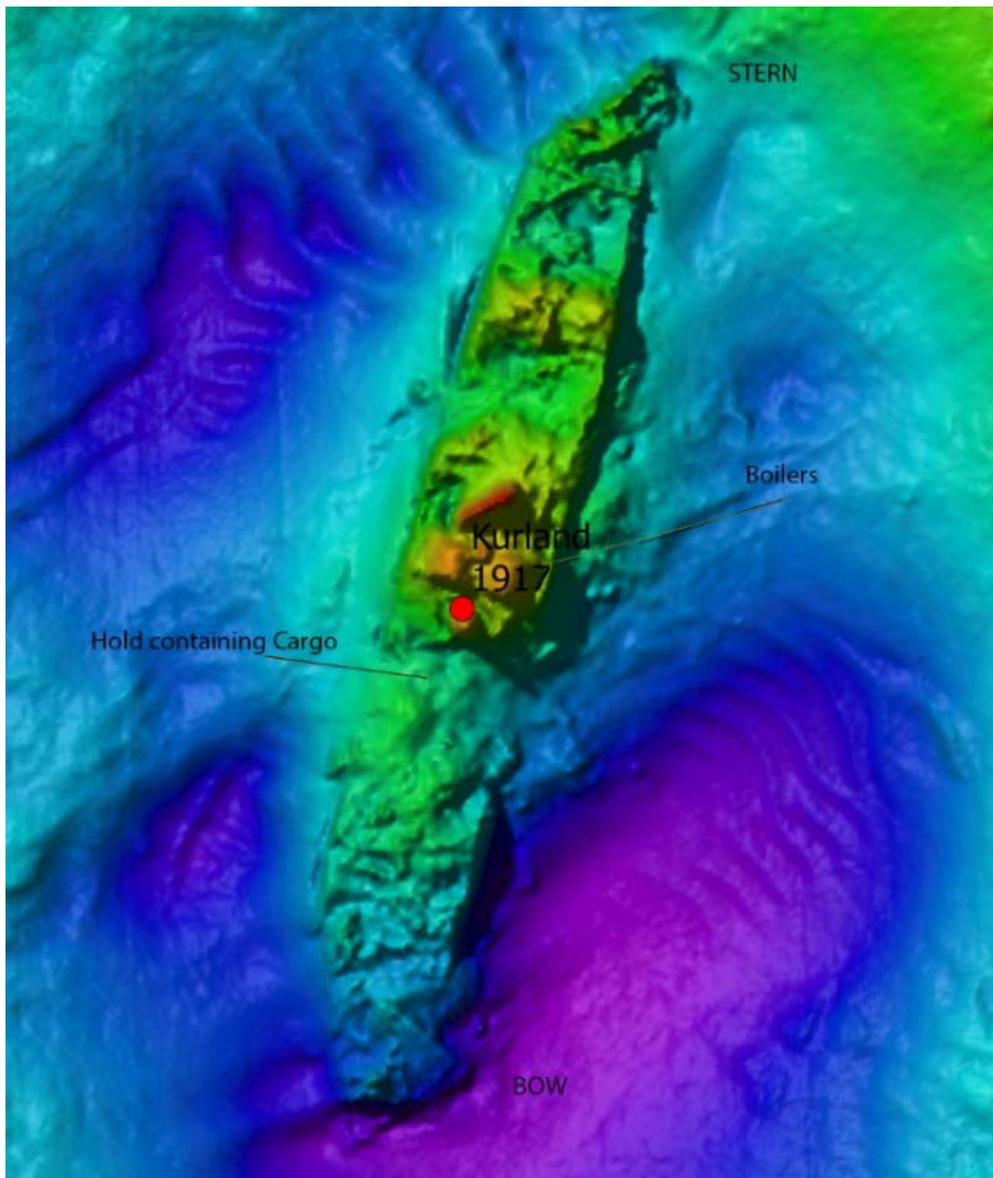


Figure 3: Closer view of the geophysical image



Figure 4: Parts of hull still stand



Figure 5: Hull structure

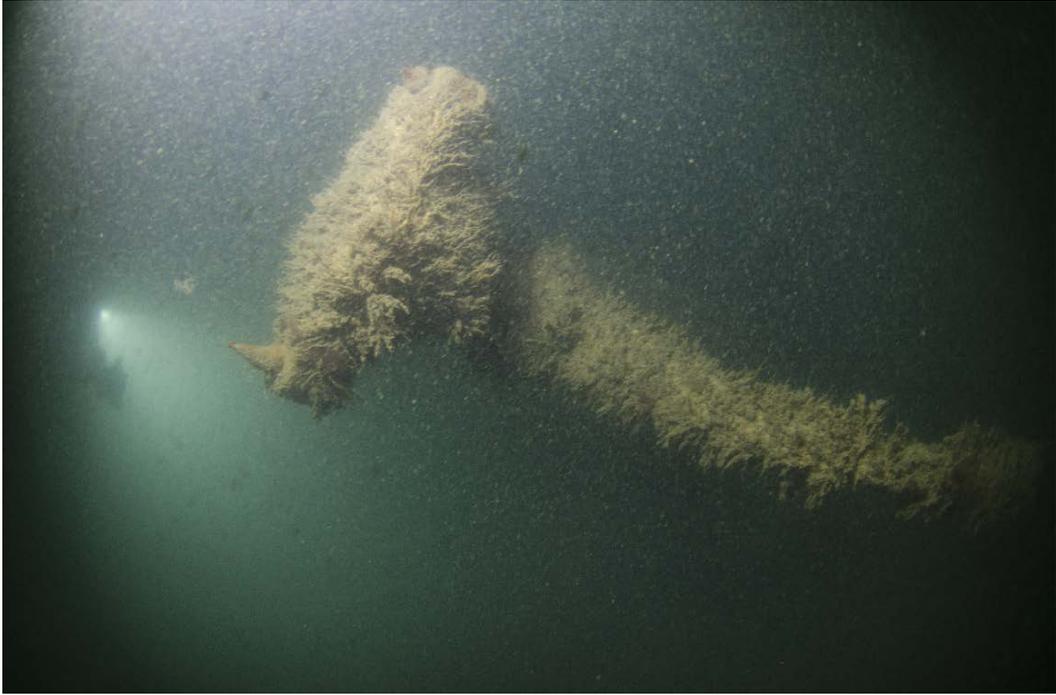


Figure 6: Confused structural elements litter the midships section

There are two boilers each measuring 3.2m in diameter (Figure 7), and just forward of the boilers is one of the ships holds that is fairly intact, packed with items of cargo. There are many canisters or possibly shells. These are in keeping with the ship's manifest that recorded munitions. In some areas the munitions are piled high in boxes, although much of the wooden casing has rotted away (Figure 8). Remnants of boxes that contained .303 Lee Enfield rifles are present. While the metal components have rotted away, the wooden stocks remain.



Figure 7: Top of boiler



Figure 8: Piles of the cargo of canisters or possibly shells

In this area there are also boxes containing horseshoes or muleshoes, the boxes measure 42cm long (Figures 9 and 10). The intact nature and extensive cargo in the *Kurland* makes it an important and significant wreck.



Figure 9: Muleshoes piled up (Screenshot from video taken by Jane Maddocks)



Figure 10: Piles of horse/muleshoes amongst the cargo

From the midships area, forward the wreck has suffered collapse but rises slightly towards the bow. The anchor ring at the top of the stock of the anchor can be seen while the anchor lies buried beneath collapsed metal structure.

5.6m aft of the boilers the engine block contains three individual pots measuring as follows: low pressure 1.5m, intermediate pressure 86cm and high pressure 54cm. Nearby, lies an object that is probably the evaporator, being fully tubed and measuring 1.5m in length.

Volunteer diver Andy Williams has created an artist's impression of the known steam engine parameters for the *Kurland* that can be seen in Figure 11.

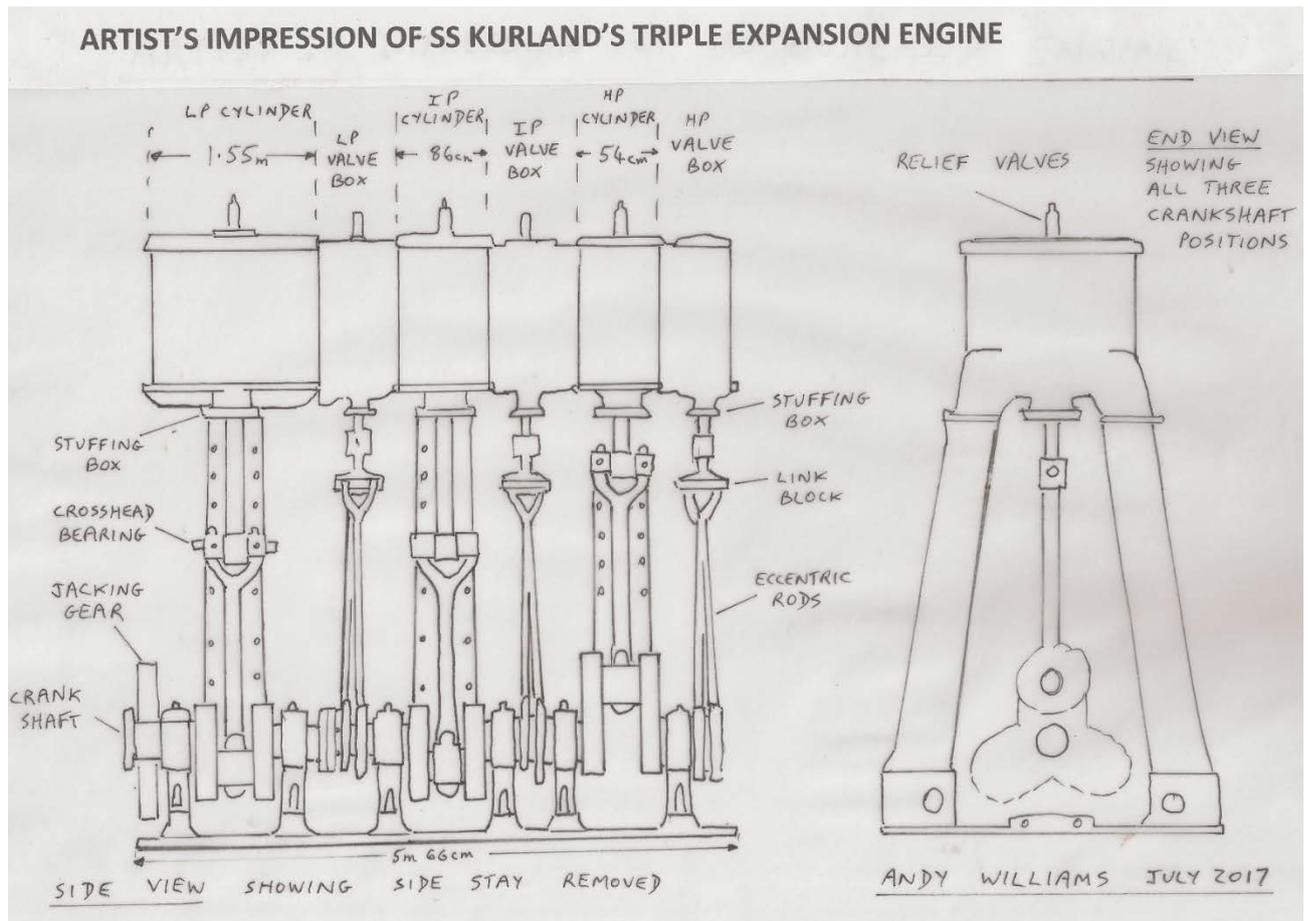


Figure 11: Artists impression of the Kurland's steam engine (©Andy Williams)

Aft of the engine area is a large metal structural object (Figure 12) which runs parallel to the wreck and measures 8.1m in length. This has yet to be identified, but it would probably have been associated with the infrastructure that was situated above the propeller shaft. This could have held cabins and the steering quarters.

Moving aft, an upstanding stern post feature was recorded as is prominent amongst the broken structure.

The condition of the *Kurland* has degraded substantially over the last century, deforming structural elements, resulting in a confused and mixed structure. Marine growth around the wreck as recorded by volunteer Guy Croft included brown seaweed, hydroids and sea firs with the fish life observed being red mullet, wrasse and common starfish (*Asterias rubins*). Although the wreck has eroded, the cargo remains in situ in areas where the ship's holds are present.



Figure 12: Long metal structure parallel to wreck

## 5. Recovered Archive

Objects recovered from the *Kurland* are held within a number of collections. The RoW records provide detailed information for objects which were either reported during the 2000 Amnesty, or have been reported subsequently.

Numerous artefacts were recovered from the *Kurland* in the 1970s and 1980s. The following items were reported during the RoW Amnesty in 2000:

- A decanter (Droit A/654)
- Three oiling boxes (Droit A/1423)
- Two shell cases, two timer heads, a rifle butt, a crucible, two tiles and a plate (Droit A/2295)
- Two or three rifle butts (Droit A/2357)
- Three wooden rifle stocks (Droit A/2554)
- Two rifle stocks (Droit A/3805)
- A porthole (Droit A/4138)
- The remains of a rifle stock (Droit A/4346)

Since the Amnesty, further recoveries from the wreck include:

- Horseshoes (Droit 297/01 & 075/06)
- Two wooden gun stocks, possibly from 1903 Springfield rifles (Droit 082/05)
- A quarter-turn brass valve; three horseshoes; and a wooden rifle butt (Droit 075/06)
- A brown glazed water filter with the word 'Antwerp' on it (Droit 240/02)

The brass builder's plate (Figure 13) recovered and owned by Martin Woodward is now housed at the Maritime Museum and Shipwreck Centre on the Isle of Wight. This plate led to the correct identification of the ship through cross-referencing with the shipyard's records. The builder's plate

has been recorded with the help of volunteers during the Forgotten Wreck project, and added to the Shipwreck Centre database (SWC ID 1107).



Figure 13: Builders name plate from the *Kurland*

During his dives on the site, Martin Woodward also describes having seen crockery with the flag of the Ocean Shipping Company on, old bottles, riding stirrups, ‘thousands of horseshoes...packed in barrels and boxes’, cases of old rifles, rolls of cloth, bricks, tallow, sacks, and rubber-tyred artillery wheels – these have been left in-situ (Woodward, n.d.).

## 6. Site Significance & Potential Further Research

The *Kurland* was a Belgian ship which carried a mixed cargo, a lot of which was government stores and munitions, but the ship was not armed. The remains of the cargo that has survived within the wreckage makes this a very interesting wreck, an unusual occurrence when compared with cargo remains within other shipwrecks of this age. The enormous amount of horse and muleshoes the ship was carrying demonstrates the large reliance on equine assistance during the First World War.

The *Kurland* lies in a cluster of wrecks of First World War cargo vessels that, in the past, has led to confusion over the identity of each wreck. The work of Martin Woodward has confirmed the identity of the vessel, with the mule shoes and rifles of the cargo initially pointing to this vessel and the

discovery of the builders name plate confirming it. Review of the geophysical survey data and diving on the remains on the seabed has provided more information on this important site.

Further investigation of the site in improved conditions would help understand the full extent of the structural remains and features still extant on the seabed. This is especially important due to the remains of cargo still on the site, many items of which are highly portable and are at risk of loss.

Although the *Kurland* represents a ship of relatively common type, it was undertaking a trans-ocean journey linking Belgium to the United States and was involved in directly supplying the First World War effort. With a mixed cargo on board the site provides an opportunity to study the goods, food and items being taken around the globe, and has high potential for the study of the economics and politics of the period. There is likely to be more historical information within Belgian archives that will provide more detail on the cargo on board at the time of loss.

A number of factors of special interest which are identified within the publication '*Assessing Boats and Ships 1914-1939*' (Wessex Archaeology 2011), are relevant for *Kurland*, these include, being lost during the period of unrestricted submarine warfare 1917-18.

"Vessels lost during the period of unrestricted warfare in 1917-18 may have special interest because they represent of a new form of warfare which not only came close to winning the war against Britain but also influenced the conduct of the Second World War" (Wessex Archaeology 2011: 24). The report recognises that the numbers of ships lost during unrestricted submarine warfare were large, so for a site to have a high degree of special interest it is likely to have additional significance factors associated with it.

The site should also be considered within its group value of a cluster of First World War cargo vessels lost in an area south east of the Isle of Wight. As such they demonstrate the density of shipping on common sea routes during the war and the impact of submarines on shipping losses.

Additionally the site has international significance, particularly for Belgium, and historically due to its direct links supporting the First World War.

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Wessex Archaeology, 2011. Assessing Boats and Ships 1914-1938: Archaeological Desk-based Assessment. Accessed March 26, 2018. [http://archaeologydataservice.ac.uk/archiveDS/archiveDownload?t=arch-1044-1/dissemination/pdf/Assessing\\_Boats\\_and\\_Ships\\_1914-1938.pdf](http://archaeologydataservice.ac.uk/archiveDS/archiveDownload?t=arch-1044-1/dissemination/pdf/Assessing_Boats_and_Ships_1914-1938.pdf)

### Other

Woodward, M. n.d. Display panel at the Shipwreck Centre and Maritime Museum, Arreton Barns, Isle of Wight.

## 8. Appendix: Indicative Ports of Call

### Ports of Call as the *William Branfoot*

Source	Indicative Ports of Call as <i>William Branfoot</i>
<i>Lloyd's List</i> - 02 November 1888	Sailed from Sunderland 1 November for Kirkcaldy & Galveston.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 22 December 1888	Due to depart Galveston 23 December.
<i>Shields Daily Gazette</i> - 05 February 1889	Left Newport News for Hamburg 3 February.
<i>Lloyd's List</i> - 13 April 1889	Left Gravesend for Montevideo (Uruguay) 12 April.
<i>Shields Daily Gazette</i> - 23 April 1889	Left Las Palmas for Sunderland 21 April.
<i>Glasgow Herald</i> - 16 May 1889	At Montevideo on 14 May.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 26 August 1889 & <i>Sunderland Daily Echo and Shipping Gazette</i> - 14 September 1889	Arrived at Newport News on 24 August, coaled and proceeded for Rotterdam. Arrived 13 September.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 28 March 1890	Arrived at The Wear on 27 March from Dunkirk.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 03 April 1890	Exports from Sunderland Custom House – for Ergasteria, 1,500 tons coke, 600 tons patent fuel, 100 tons coals.
<i>Shields Daily Gazette</i> - 06 May 1890	Arrived at Malta on 5 May.
<i>Shields Daily Gazette</i> - 20 May 1890	Arrived Sunderland on 19 May.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 27 May 1890	Arrived Antwerp 26 May, Captain Gibson.

<b>Source</b>	<b>Indicative Ports of Call as <i>William Branfoot</i></b>
<i>Sunderland Daily Echo and Shipping Gazette</i> - 09 June 1890	Left Antwerp 8 June for River Plate, Captain Gibson.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 11 July 1890	Arrived Montevideo 9 July, Captain Gibson.
<i>Shields Daily Gazette</i> - 03 September 1890	Left Buenos Aires on 2 September.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 06 October 1890	Arrived Bristol 6 October, Captain Gibson.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 18 & 22 October 1890	Passed St Catherine's Point 17 October for Tees, Captain Brown, and arrived Middlesbrough 21 October.
<i>Shields Daily Gazette</i> - 16 December 1890	Arrived at Port Said (Egypt) on 16 December from Middlesbrough and London, bound for Yokohama (Japan).
<i>Shields Daily News</i> - 03 January 1891	Arrived Colombo on 1 January, Captain Brown, from London.
<i>Shields Daily News</i> - 12 January 1891	Arrived at Penang (Malaysia) on 9 January.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 13 January 1891	Arrived at Singapore on 13 January.
<i>Hartlepool Northern Daily Mail</i> - 30 January 1891	Left Hong Kong on 30 January for Japan. Captain Brown.
<i>Morning Post</i> - 12 February 1891	Arrived at Hiogo (Japan) on 6 February.
<i>The Scotsman</i> - 23 February 1891	Arrived at Yokohama on 19 February.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 16 March 1891	Arrived at Singapore on 16 March 1891. Captain Brown.
<i>Shields Daily Gazette</i> - 03 & 17 April 1891	At Vizagapatam (India) on 3 April and departed on 15 April.
<i>Morning Post</i> - 01 June 1891	Arrived London 30 May.
<i>Morning Post</i> - 30 September 1891	At Suez on 29 September. For Java.
<i>Shields Daily Gazette</i> - 06 October 1891	Left Port Said on 5 October.
<i>Hartlepool Northern Daily Mail</i> - 04 November 1891	Left Huelva (Spain) on 3 November for Charleston.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 23 November 1891	Arrived at Charleston on 21 November.
<i>Shields Daily Gazette</i> - 16 December 1891	Arrived at New York on 14 December.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 28 December 1891	Left New York on 26 December.
<i>Glasgow Herald</i> - 16 January 1892	Passed The Lizard on 15 January bound for Amsterdam.
<i>Shields Daily Gazette</i> - 27 & 28 January 1892	Left Amsterdam 26 January and arrived Shields on 27 January.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 05 & 22 February 1892	Left The Tyne on 3 February for Delaware Breakwater arriving on 22 February.
<i>Shields Daily Gazette</i> - 27 February 1892	Arrived Philadelphia on 27 February.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 04 April 1892	Left Aarhus (Denmark) on 2 April for the Tyne.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 11 & 29 April 1892	Left the Tyne on 9 April for Delaware Breakwater and departed therefrom on 28 April.
<i>Shields Daily Gazette</i> - 04 May 1892	At Norfolk on 29 April.
<i>Shields Daily News</i> - 21 May 1892	Left Bremen on 19 May.
<i>Hartlepool Northern Daily Mail</i> - 11 June 1892	Left Bremen on 10 June for Sunderland.
<i>Shields Daily Gazette</i> - 08 July 1892	Left Delaware Breakwater for Philadelphia on 5 July.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 19 August 1892	Left Riga (Latvia) on 19 August for Dordrecht.
<i>Shields Daily Gazette</i> - 13 October 1892	At Galveston on 9 October.
<i>Shields Daily News</i> - 13 October 1892	Arrived at Gibraltar on 10 October.
<i>Dundee Courier</i> - 14 December 1892	At Copenhagen from Galveston.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 19 December 1892	Left Copenhagen on 18 December for Sunderland.

Source	Indicative Ports of Call as <i>William Branfoot</i>
London Evening Standard - 31 January 1893	At Montevideo on 28 January.
<i>Lloyd's List</i> - 11 March 1893	At Montevideo on 1 March.
<i>Lloyd's List</i> - 15 April 1893	Left Montevideo on 17 March for Diamante.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 20 May 1893	Left Las Palmas on 13 May for Sharpness.
<i>Lloyd's List</i> - 27 May 1893	At Sharpness on 21 May.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 07 June 1893	Left Cardiff on 5 June for Tampico (Mexico).
<i>Lloyd's List</i> - 16 August & 7 September 1893	Sailed from New Orleans on 13 August for the Weser.
<i>Shields Daily Gazette</i> - 22 September 1893	Left Bremen on 21 September for Sunderland.
<i>Lloyd's List</i> - 28 October 1893	Arrived at Cardiff on 26 October from Sunderland.
<i>Shields Daily Gazette</i> - 02 & 11 December 1893	At Tampico on 30 November and left on 8 December.
<i>Lloyd's List</i> - 09 January 1894	Sailed from Velasco (Texas) on 4 January for Bremen.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 11 January 1894	Left Newport (Monmouth) on 10 January for Bremen.
<i>Lloyd's List</i> - 31 January 1894	Arrived at Bremerhaven on 28 January from Velasco, Captain Brown.
<i>Lloyd's List</i> - 15 March 1894	At Montevideo on 12 March. Captain Brown.
<i>Morning Post</i> - 11 May 1894	Arrived at le Havre from Buenos Aires on 10 May.
<i>Lloyd's List</i> - 02 June 1894	Sailed from Shields on 24 May for Montevideo and passed North Foreland on 25 May.
<i>Lloyd's List</i> - 30 June 1894	Arrived at Montevideo on 25 June.
<i>Sunderland Daily Echo and Shipping Gazette</i> - 13 July 1894	Arrived at Rosario (Argentina) on 12 July.
<i>Shields Daily Gazette</i> - 22 August 1894	Left River Plate on 9 August.
<i>Glasgow Herald</i> - 26 September 1894	Left Las Palmas on 24 September for Antwerp.
<i>Lloyd's List</i> - 16 November 1894	Arrived at Galveston on 6 November.
<i>Shields Daily Gazette</i> - 27 December 1894	Arrived at Liverpool on 24 December.
<i>Shields Daily Gazette</i> - 11 January 1895	Left Cardiff on 10 January for River Plate.
<i>Shields Daily Gazette</i> - 26 February 1895	Left Rio de Janeiro on 22 February.
<i>Shields Daily Gazette</i> - 23 March 1895	At Rosario
<i>Shields Daily Gazette</i> - 02 April 1895	Left Rosario on 30 March for Ensenada (Mexico).
<i>Shields Daily Gazette</i> - 30 April 1895	Left Las Palmas on 28 April for the Tyne.
<i>London Evening Standard</i> - 11 May 1895	Arrived at Shields on 9 May from Rosario.
<i>Shields Daily Gazette</i> - 23 August 1895	Left St. Michael's on 21 August for Sharpness.
<i>Shields Daily Gazette</i> - 05 September 1895	At Sharpness on 3 September.
<i>Shields Daily Gazette</i> - 17 September 1895	Left Cardiff on 15 September for Galveston.
<i>Shields Daily Gazette</i> - 09 October 1895	At Galveston on 7 October.
<i>Shields Daily Gazette</i> - 24 October 1895	Left Galveston for Liverpool.
<i>Glasgow Herald</i> - 08 November 1895	At Liverpool on 7 November.
<i>Glasgow Herald</i> - 31 December 1895	Left Galveston on 28 December for Bremen.
<i>Lloyd's List</i> - 17 January 1896	Arrived at Newport News on 7 January from Galveston.
<i>Shields Daily Gazette</i> - 31 January 1896	At Bremen on 30 January.
<i>Shields Daily Gazette</i> - 25 February 1896	Sailed from the Wear on 25 February for Leith.
<i>London Daily News</i> - 29 February 1896	Sailed from Leith on 26 February for Rio de Janeiro.
<i>Dundee Courier</i> - 03 March 1896	Passed St. Catherine's Point on 2 March from Blyth for Rio de Janeiro.
<i>Glasgow Herald</i> - 03 June 1896	Passed Fernando Noronha (Islands in Atlantic off Brazil) from Rosario
<i>London Evening Standard</i> - 02 September 1896	Arrived at Galveston on 1 September from Cardiff.

Source	Indicative Ports of Call as <i>William Branfoot</i>
<i>Manchester Courier and Lancashire General Advertiser</i> - 06 October 1896	Arrived at Manchester from Galveston with cotton.
<i>London Evening Standard</i> - 14 October 1896	Sailed from Swansea on 12 October for Galveston.
<i>Lloyd's List</i> - 21 November 1896	Sailed from Galveston on 19 November for Liverpool.
<i>Morning Post</i> - 24 December 1896	Sailed from Liverpool on 22 December for Rio de Janeiro.
<i>Glasgow Herald</i> - 25 December 1896	Arrived Ardrossan (Scotland) on 24 December in ballast from Liverpool.
<i>Morning Post</i> - 30 December 1896	Sailed from Ardrossan on 27 December for Rio de Janeiro.
<i>Lloyd's List</i> - 18 January 1897	Sailed from Grand Canary on 7 January for Rio de Janeiro.
<i>Lloyd's List</i> - 23 February 1897	At New Orleans 16 February.
<i>London Evening Standard</i> - 16 July 1897	Sailed from Gravesend on 14 July for Leith.

#### Ports of Call as the *Kurland*

Source	Indicative Ports of Call as <i>Kurland</i>
<i>The Scotsman</i> - 05 August 1898	Sailed from Rotterdam on 2 August for Methil.
<i>The Scotsman</i> - 01 September 1899	Sailed from Methil (Scotland) on 31 August with coal for Drammen (Norway). Captain Petersen.
<i>Lloyd's List</i> - 14 May 1901	In the Alexandra Dock at Newport on 13 May.
<i>Lloyd's List</i> - 30 November 1901	Sailed from Antwerp on 28 November for New Orleans. Captain Petersen.
<i>Lloyd's List</i> - 02 December 1901	Signalled off Ushant on 30 November.
<i>Lloyd's List</i> - 24 December 1901	Arrived at New Orleans on 12 December from Bremen and Antwerp.
<i>Shields Daily News</i> - 18 April 1902	Arrived at New Orleans on 16 April from Antwerp.