

Forgotten Wrecks of the First World War

SS *Venezuela*

Site Report



LED BY IWM

2018





FORGOTTEN WRECKS OF THE FIRST WORLD WAR

***SS VENEZUELA* SITE REPORT**

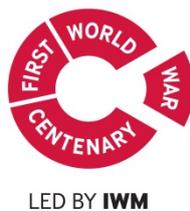


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i Acknowledgments

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

MAT staff involved in research and reporting: Jasmine Noble Shelley, Jan Gillespie 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.1,100 vessels dating to the First World War, lost off the south coast of England, a representative sample of sites have been selected for more detailed study, analysis and interpretation.

This report collates information collected during the project, relating to one of the south coast's First World War wrecks, namely that of SS *Venezuela*. The report constitutes one of the project outputs and will be lodged with the Archaeological Data Service, ensuring free public access beyond the life of the project.

2 Methodology

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

2.1 Desk Based Historic Research

2.1.1 Detail of Known Site Archive and Documentation

A range of online sources were searched for information on SS *Venezuela*, with the following being identified.

Pastscape:	http://www.pastscape.org.uk/hob.aspx?hob_id=805051&sort=4&search=all&criteria=venezuela&rational=q&recordsperpage=10
Wrecksite EU:	https://www.wrecksite.eu/wreck.aspx?10862
You Tube:	https://www.youtube.com/watch?v=if4N6VQAU-Q https://www.youtube.com/watch?v=-17pAhTxHQ0
uboat.net	http://www.uboat.net/wwi/ships_hit/6287.html
Other URL:	http://www.swindive.co.uk/historical?id=108 http://www.divernet.com/wreck-tours/p301800-wrecktour-169:-the-venezuela.html http://pages14-18.mesdiscussions.net/pages1418/Forum-Pages-d-Histoire-aviation-marine/marine-1914-1918/navigation-venezuela-havraise-sujet_1465_1.htm#bas http://clydeships.co.uk/view.php?official_number=&imo=&builder=&builder_eng=&year_built=&launch_after=&launch_before=&role=&propulsion=&category=&owner=&port=&flag=&disposal=&lost=&ref=2706&vessel=VENEZUELA http://www.britishnewspaperarchive.co.uk/ https://www.gracesguide.co.uk/images/e/e3/Im1921IME-976.jpg http://maitres-du-vent.blogspot.co.uk/2013/03/venezuela-de-la-sa-de-navigation.html

2.1.2 Records at The National Archives

Research was further extended through visits to view relevant material held at The National Archives at Kew.

Documents relating to SS *Venezuela*:

What	Ref.	Where	Date accessed
Records used for Official History, First World War. English Channel: German Submarines, 1-15 March 1918.	ADM 137/1476	TNA	2014

Records used for Official History, First World War. English Channel: German Submarines, 16-31 March 1918 Included in list as date of <i>Venezuela</i> loss very close.	ADM 137/1477	TNA	2014
Records used for Official History, First World War. English Channel: Various Subjects, January-March 1918.	ADM 137/1482	TNA	2014

2.1.3 Records at other archives/collections

The personal records relating to SS *Venezuela* of historian Dave Wendes were consulted and digitised.

Documents relating to people connected with *Venezuela*

What	Ref.	Where	Date accessed
Online French Forum. Website cited in section 2.5 of this document		On line	Nov 2017

2.2 Associated Artefacts

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

Research identified the following artefacts recovered from the *Venezuela* which had been reported to the Receiver of Wreck and are detailed within the PastScape entry for the site. They are all within the class of 'fixtures and fittings'.

- Wrought iron linkage and two-threaded engine oiler
- Two portholes
- Steam valve
- Four copper pipes with valves, a brass T-valve and a brass Y-valve
- Two engine room telegraphs
- 90mm Stern Gun (Swindon BSAC)

2.3 Site Visit/Fieldwork

Forgotten Wrecks site visits and fieldwork aimed to:

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

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

Forgotten Wrecks diving from the dive boat *Wight Spirit* took place on the wreck of the *Venezuela* on 11 August 2015. Initial dives aimed to assess the condition of the remains and obtain a sketch drawing, then to build on this information with a measured sketch/survey and photographic recording where possible.

A total of four divers undertook a total of 246 minutes diving on the wreck. The dive team used self-contained breathing apparatus (SCUBA) with a breathing gas of Enriched Air Nitrox (EANx) using accelerated decompression procedures. Diving took place on the slack tide (no tidal movement). Diving conditions on the dive site were reasonable with varying light and around 5m visibility.

3 Vessel Biography: SS *Venezuela*

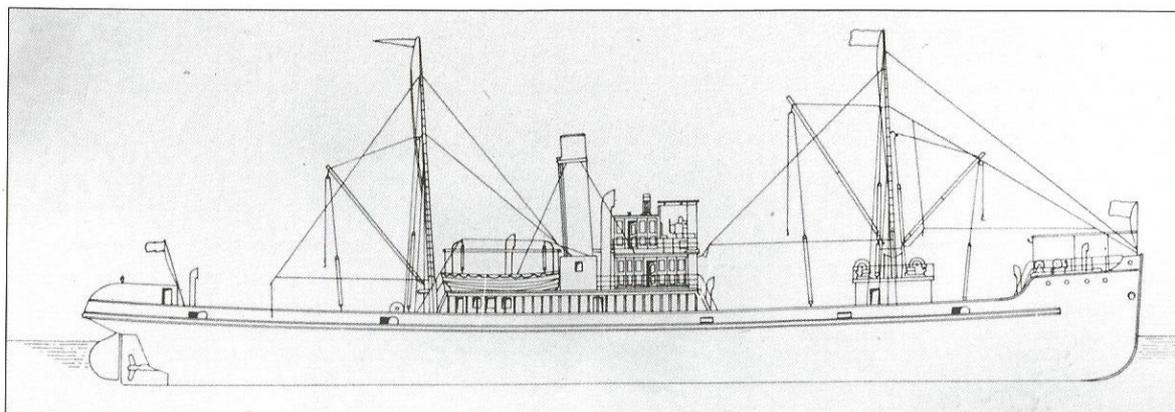
SS *Venezuela* was chosen as one of the Forgotten Wrecks case study sites because it represents a river steamer used for trans-Atlantic freight during the First World War. Its varied history includes voyaging in the shallow South American rivers for its Argentinian owners, as a troop ship for part of the First World War from Russia to France, and then as a cargo vessel for new French owners shortly before its loss. The unusual construction of the ship can be seen in Figure 1.



Figure 1: Brest, 17 July 1916, Landing 3rd Infantry Regiment, belonging to the 2nd Special Brigade from Arkhangelsk (In Gérard Gorokhoff and Andreï Korliakov *The Russian Expeditionary Force in France and Salonika 1916/1918*. From <http://maitres-du-vent.blogspot.co.uk/2013/03/venezuela-de-la-sa-de-navigation.html>)

3.1 Vessel Type and Build

SS *Venezuela* was built by Bow, McLachlan and Co. Ltd, in Paisley and completed in 1907 (Figure 2). The ship was a steel twin screw river steamer with one deck fitted with electric light, having a gross tonnage of 730. The 211ft 2ins (c.64m) long ship had a beam of 34ft 1ins (c.10m) and was powered by a twin triple expansion six cylinder engine with two single ended boilers and twin screws with 84 nominal horse power (Wrecksite EU, 2017; Graces Guides; Clyde Ships, 2018).



SS *Venezuela*.

Author's collection

Figure 2: SS *Venezuela* drawn by Dave Wendes
(with permission from Dave Wendes from South Coast Shipwrecks, 2006)

The builders specialised in shallow-draft steamships, tugboats, trawlers and “knock-down” ships. The latter were built in sections and the resulting kit transported and riveted together on location, an example being a series of steamers for the Uganda Railway in Lake Victoria. This speciality was important and *Venezuela* was designed to navigate up rivers in South America, so the *Venezuela* had a relatively flat hull and, more obviously, twin engines and shafts to keep its draught to a minimum. In other respects, it was typical of its day. Another speciality of the builders was steam steering-gear and following various improvements, it was used nearly universally, and during the First World War, the company provided steering-gear for 75% of the Royal Navy ships (Graces Guide, and see section 8.3 of this report, Divernet, 2012).

3.2 Pre-war Career

Initially owned and operated by Nicolas Michanovich from the compaignia Argentina de Navigacion Limitada (the Argentinian company of Navigation Ltd) and registered in Buenos Aries, the *Venezuela* was plying its merchant trade principally along the South American rivers (Clyde Ships). At the outset, *Venezuela* departed from Barry on 10 February 1907 for Buenos Ayres, but a strong northerly squall on 12 February 1907 caused it to seek shelter at Falmouth, having had in tow a three-masted schooner *India* but 30 miles south of Longships, the towrope parted. *Venezuela* stood by for four hours but nothing could be seen of the *India*, and the *Venezuela* put back to port, reported the incident, and again went out to search but unable to find *India*, continued with the voyage to the River Plate (The Western Daily Press, 1907).

In 1910, *Venezuela*'s ownership changed to Cia. Argentina de Navegacion (Nicolas Mihanovich) Ltd. of Buenos Aires, and in 1917 the owner was Dordero Huos. From December 1917 it was registered in Le Havre and owned by the SocieteAnonyme De Navigation Havraise (the Anonymous Society of Navigation of Le Havre) (Clyde Ships; Wendes, 2006).

3.3 First World War Use & Loss

The SS *Venezuela* was a French vessel, owned by SA De Navigation Havriasc and was operated at the time of loss by SA Navigation. At the time of the sinking the *Venezuela* was on route from Swansea bound for Rouen via Falmouth and was carrying a cargo of coal. The vessel was armed with one 90mm stern gun.

At 05.00 hrs on 12 March 1918 the *Venezuela* left Swansea carrying 592 tons of coal, with a 26-man crew of French personnel under the command of François Ollivier Callac. It was boarded at Falmouth the next day, on 13 March at 08.00 hrs.

At some point on the night of 14 March, German submarine UB-59 fired two torpedoes at *Venezuela*, one of which hit, causing two explosions, one from the initial impact and a second one most likely explained by the ignition of coal gas from the cargo. The subsequent secondary explosion sank the *Venezuela* in minutes about six miles south west of the Needles, but there was no additional information about the actual damage. Erwin Wassner's account of the event said they “successfully torpedoed and sunk an unknown steamer, at least 3000 tons, which was laden and armed.” The *Venezuela* is only 733 tons. It however did have one 90mm stern gun.

Two bodies washed ashore at Bembridge and Sandown with “VENEZUELA” on the lifebelts they were wearing. Papers of the vessel were found in a drawer floating at Bournemouth Bay. There were no survivors (ADM 137/1476, ADM 137/1477, ADM 137/1482, Wrecksite EU, 2017; Uboat net, 2017; French Forum, 2017).

3.4 Associated Vessels

The *Venezuela* was sunk by a torpedo fired from UB-59 which was one of 96 UBIII type submarines. UBIII submarines were coastal torpedo attack boats that carried 10 torpedoes, an 88mm deck gun with 160 rounds (they did not carry mines). UB-59 was commissioned on 25 August 1917 and undertook five patrols out of Flandern 1 Flotilla sinking five British, and four French vessels. Seven ships sank totalled 8,361 tons and two damaged ships totalled 12,413 tons. Erwin Wassner, the commander of UB-59 at the time of sinking the *Venezuela*, wrote in his war diary 'During the night of 14 March at the Needles lighthouse, we successfully torpedoed and sunk an unknown steamer – at least 3000 tons – which was making for Southampton. The explosion was followed by a tongue of flame and then a second explosion. The ship sank at once'.

UB-59 also sank the British collier *Tweed* west of St Catherine's point, Isle of Wight the previous day with the loss of seven crew members (Uboat net, 2017).

3.5 People Associated with the SS *Venezuela*

The crew numbered 22 and were mostly French, one was born in Senegal but was a French subject. There were also individuals from each of Japan, Senegal and Greece. They are listed in Appendix 7.2 (French Forum online 2017):

3.6 Post-loss Activity

The wreck was discovered in 1975 by a local fisherman and its identification was often confused with that of the SS *Borgny* which is a wreck nearby. In 1984 the wreck was identified as the *Venezuela* when divers from Swindon BSAC discovered the bronze letter on the stern. Swindon BSAC raised the deck gun (Figure 2 and 3) and restored it, the gun now stands in their clubhouse.

The wreck is a popular dive with sports divers and it was the subject of a DiverNet tour by John Liddiard (DiverNet, 2012).



Figure 3: Raising the *Venezuela* Deck Gun
(with permission from Swindon BSAC <http://www.swindive.co.uk/club-history>)



Figure 4: The *Venezuela* deck gun before restoration
(with permission from Swindon BSAC <http://www.swindive.co.uk/club-history>)

4 Seabed Remains

4.1 Site Location and Environment

The wreck of the *Venezuela* lies in 27m of water approximately six miles to the south west of the Needles lighthouse, Isle of Wight (Figure 5) at position 50.59662 -1.7229 (WGS 84). The immediate seabed around the wreck site is flat and level, comprising a mixture of sand and shingle. The site appears to be relatively stable from reports of sports divers who have visited the wreck over a number of years, with the sediment movement and tidal/wave regime appearing not to be impacting upon the wreck, apart from covering up part of the wreck over seasons. Future monitoring over a period of years will be necessary to provide more information in this respect.

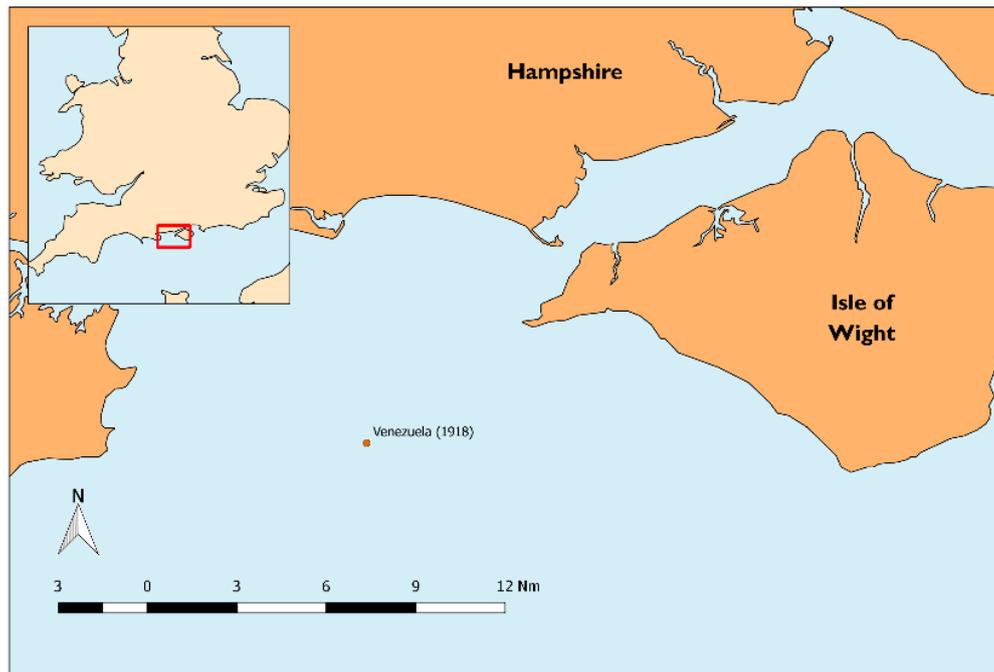


Figure 5: Position of the SS *Venezuela*

4.2 Archaeological Methodology

The survey methods used during the assessment of the *SS Venezuela* site were diver survey encompassing tape measurements and site recording using pencil and slates. Measurements of key features were gathered.

Photogrammetry was undertaken mainly around amidships section by two divers each using a Nikon D700 DSLR camera in a Sealux CD7000 camera housing with one Orcalight Seawolf 1860 diving light in a rugged casing.

4.3 Description of Surviving Vessel Remains

The *Venezuela* sits upright in 28m of water with the bow towards the north-west (orientation being north-west/south-east).

The image at Figure 6 by Max Ellis in John Liddiard's wreck tour of the *Venezuela* (Divernet, 2012), gives an overview of the site and indicates that some changes have occurred.



Figure 6: Site plan of *Venezuela*, stern section to the right of the image, boilers are in the centre (illustration reproduced courtesy of Max Ellis and John Liddiard)

The two boilers are the highest part standing around 6m high with holes in the casing through which the fire tubes can be seen (Figure 7), the starboard boiler is slightly out of line. The twin triple expansion engines are close behind them.



Figure 7: Boiler showing holes in the casing

The boilers measure 3m in length with what appears to be the port engine (the ship had two engines) measuring 2.4m in length (Figure 8). The boilers were partially buried when dived in 2015 but the Max Ellis illustration from 2012 (Figure 6) indicates that they were clear of the seabed at that time.



Figure 8: Remains of the triple expansion engine

The wreck is recognisable with the remains of the hull still standing in places, towards the bow it is gradually flattening out as it becomes covered by the sand and shingle of the seabed (Figure 9), but the relic remains map out the bow.



Figure 9: Towards the bow, deck is covered in sand and shingle

Two pairs of bollards are visible at the bow section on the starboard side of the ship and the anchor winch can be seen towards the starboard side ahead of which a piled up length of well concreted anchor chain from the chain locker rests towards the port side (Figure 10 and 11).



Figure 10: Bollards



Figure 11: Concreated chain

Moving further back over the remains of the deck, which is now level with the seabed, and passing over the extent remains of the holds, coal from the cargo can be detected amongst the debris in the second hold in the after part of the wreck (Figure 12).



Figure 12: Evidence of coal cargo in the holds

The aft hold contains spindles which are all that remain of a cargo winch (Figure 13), and near the stern the wreckage includes the remains of the steering mechanism which lies at an angle across the wreck with two bollards lying nearby on the port side.



Figure 13: Spindles from deck winch (Photo copyright John Liddiard reproduced with permission)

The gun, which was raised by Swindon BSAC in 1984 (see section 3.6), would have been in the middle of this deck. There was no sign of the propellers or the two propeller shafts and it is possible that they are buried. The length of the wreck is close to the original measurements of the vessel being approximately 60m long.

The site was subject to a measured survey in 2011 during the Archaeological Atlas of the two Seas (A2S) project carried out by the MAT (then the Hampshire and Wight Trust for Maritime Archaeology), and the results are seen in the annotated measured sketch of the site seen below in Figure 14. The site was measured at 60m long and 16m wide.

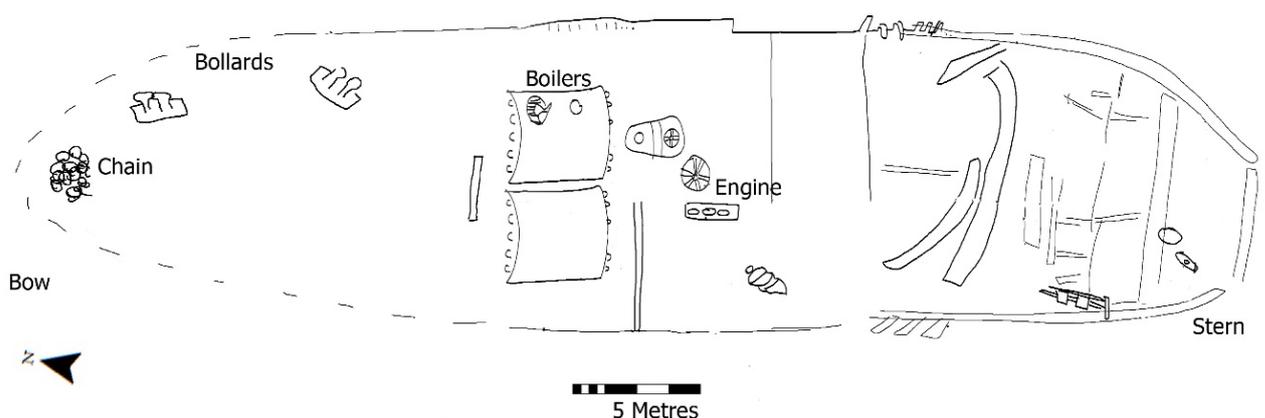


Figure 14: Measured annotated sketch plan of the *Venezuela* carried out during the A2S project

The SS *Venezuela* wreck site is a non-designated wreck site belonging to a private company. The seabed owner is The Crown Estate, and the wreck site is situated in an area with no navigational administrative responsibility or environmental designation (see section 8.1). The seabed sediment is

mostly shingle with sand that shifts around. The survival of the wreck is good due to the robust nature of the remaining artefacts on the site and the overall condition is generally satisfactory. The information gathered from the wreck when it was visited during this project in 2015, does not appear to show any substantial differences when compared to the sketch plan produced by the MAT after the survey carried out during the A2S project in 2011.

5. Site Significance & Potential Further Research

The *Venezuela* was a relatively unusually design with an interesting history. It was designed to navigate up rivers therefore needed to have a shallow draft, and having twin engines and shafts, meant it would be possible for it to negotiate the shallow rivers. The deck is now level with the seabed, but as it sits in an area of shifting sands there is a possibility that more of the wreck may become uncovered in the future.

The trend in the condition of the wreck appears stable with no sign of active deterioration. The principal threats to the site may come from natural decline, the possible damage by anchors, and the removal of parts of the wreck by divers. The appropriate management action would be continued monitoring of the site at appropriate intervals taking note of any changes and deterioration.

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Western Daily Press - Friday 13 September 1907

Books

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Larn, R. and Larn, B.(1995). *Shipwreck index of the British Isles, volume 1: Isles of Scilly, Cornwall, Devon, Dorset Section 6, Dorset (AJ)*

Larn, R. and Larn, B. (1995). *Shipwreck index of the British Isles, volume 2: Hampshire, Isle of Wight, Sussex, Kent (Mainland), Kent (Downs), Goodwin Sands, Thames Section 2, Isle of Wight (BB)*

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Pritchard, M. and McDonald, K. (2001). *A Diver Guide, Dive Wight and Hampshire. 2001, 2nd Edition pp39*

Wendes, D. (2006). *South Coast Shipwrecks off East Dorset and Wight 1870-1979. pp176*

7. Appendices

7.1 Builders information

The information below is from Graces Guide and is an obituary for John McLachlan one of the founder member of the builders of the *Venezuela* (Figure 14). It gives information about the special products of the firm which was steam steering gear and they provided gear for 75% of the Royal Navy.

JOHN MCLACHLAN was born in Glasgow on 25th December 1848. He was educated at Dunoon Public School and served his apprenticeship with Messrs. Blackwood and Gordon, Shipbuilders, Port Glasgow. In 1872, the firm of Bow, McLachlan and Co., engineers, was formed—the partners being Mr. William Bow and the late Mr. McLachlan. They carried on business for eight years in Bridge Street, Paisley, and were so successful that in 1880 they erected works covering 20 acres at Abbotsinch, Paisley, on the banks of the River Cart, where they not only developed their engineering business, but also took up shipbuilding and ironfounding. In 1900 the firm was converted into a limited company, of which Mr. McLachlan was one of the principal directors till his death. Among the special productions of the firm was a steam steering-gear, and from time to time this was improved until it was used universally; during the War the company provided gear for 75 per cent of the British Navy. His death took place at Paisley on 25th February

Figure 15: Obituary for John McLachlan with reference to the speciality of the ship building firm (Graces Guide)

7.2 Crew List

The following is the crew list of the *Venezuela* taken from French Forum online.

STAFF: (French terminology)

CALLAC François Ollivier, né le 26 décembre 1875 à Ploëzal (Côtes-du-Nord – aujourd’hui Côtes-d’Armor –) et domicilié à Pontrieux (– d° –). Capitaine, inscrit à Paimpol, n° 419.

Fils de Marie Antoinette CALLAC. Époux de Marie Nathasie LE GUEN.

GRIEU Louis Aristide, né le 22 juin 1875 à Fécamp (Seine-inférieure – aujourd’hui Seine-Maritime –) et y domicilié. Second capitaine, inscrit à Fécamp, n° 212.

Fils de Charles Louis GRIEU et de Suzanne Héloïse MORGAN. Époux de Gabrielle Augustine GILLET.

OLLIVIER Pierre Marie, né le 20 juin 1873 à Ploubazlanec (Côtes-du-Nord – aujourd’hui Côtes-d’Armor –) et y domicilié. Lieutenant, inscrit à Paimpol, n° 13.650.

Fils de François OLLIVIER et de Marguerite FLOURY. Époux de Marie Marguerite CADY.

CHEVALIER Hyppolite Pierre Émile Joseph, né le 21 juillet 1875 à Évrans (Côtes-du-Nord – aujourd'hui Côtes-d'Armor –) et domicilié au Havre (Seine-inférieure – aujourd'hui Seine-Maritime –). Chef mécanicien, inscrit au Havre, n° 5.082.

Fils d'Hyppolite CHEVALIER et de Marie Joseph LORRE. Époux de Marie Justine Élise DESSURNE.

LEPAGE Auguste Marie Joseph, né le 24 octobre 1881 à Saint-Benoît-des-Ondes (Ille-et-Vilaine) et y domicilié. Second mécanicien, inscrit à Cancale, n° 2.422.

Fils d'Émile Auguste LEPAGE et de Marie Joséphine SARRASIN. Époux d'Eugénie Augustine LEPAGE.

CREW

ALFRED Jomis, né en 1892 à Ziguinichi [Ziguinchor] (Sénégal). Chauffeur, inscrit à Dakar, n° 292.

APERS Alphonse Jean Édouard Auguste, né le 11 avril 1899 à Paris (XII^e Arr.) et domicilié à Bordeaux (Gironde), rue des Fossets. Soutier, inscrit à Bordeaux, n° 15.360.

Fils d'Édouard APERS et d'Alice Clotilde DARTOIS. Célibataire.

CAILLOCE Jean Joseph Marie, né le 19 avril 1902 à Carnac (Morbihan) et y domicilié. Mousse, inscrit à Auray, n° 3.556.

Fils de Jean Louis CAILLOCE et de Marie Joséphe QUENTIN. Célibataire.

COÏC Pierre Marie, né le 2 juillet 1892 à Pleumeur-Bodou (Côtes-du-Nord – aujourd'hui Côtes-d'Armor –) et domicilié à La Richardais (Ille-et-Vilaine). Soutier, inscrit à Saint-Malo, n° 12.379.

Fils de Jacques Marie COÏC et de Marie Joseph DEUMAT. Époux de Claire Marie Amédée ELIET.

CHAPELLE Antoine, né le 7 janvier 1902 à Paris (XI^e Arr.) et y domicilié. Mousse, inscrit au Havre, n° 11.602.

Fils de Jean Pierre CHAPELLE et de Marie Julie Joséphine RAYNAL. Célibataire.

EVRARD Louis Auguste, né le 2 août 1898 à Gravelines (Nord) et y domicilié. Graisseur, inscrit à Gravelines, n° 2.494.

Fils d'Auguste Henri EVRARD et de Marie Adolphine CLAEYS. Célibataire.

GOUSSET Benjamin, né le 30 juin 1898 à l'Île-d'Arz (Morbihan) et y domicilié. Matelot, inscrit à Vannes, n° 2.339.

Fils d'Eugène Benjamin GOUSSET et de Marie Angélique ARDEVEN. Célibataire.

LE BARBU Jean Marie, né le 25 février 1890 à Plouézec (Côtes-du-Nord – aujourd'hui Côtes-d'Armor –) et y domicilié. Matelot, inscrit à Paimpol, n° 30.585.

Fils d'Olivier Marie LE BARBU et de Marie Yvonne EVENOU. Époux d'Amélie Yvonne Philomène LE SAUX.

LE NENU Marcel, né le 25 novembre 1898 à Locquéhol (Finistère) et y domicilié. Matelot, inscrit à Morlaix, n° 6.317.

Fils de Claude LE NENU et de Jeanne PENN. Célibataire.

LE ROUX Jean François, né le 11 juin 1891 à Henvic (Finistère) et y domicilié. Graisseur, inscrit à Morlaix, n° 6.021.

Fils de Claude LE ROUX et de Marguerite DLUZ. Célibataire.

NOVAS Georges, né en 1888, à Serbissa (Grèce), ressortissant grec. Chauffeur.

NUYEN Van Con, 18 ans, ressortissant japonais. Cuisinier.

PÉRENNOU François Marie, né le 17 juin 1887 à Poullan-sur-Mer (Finistère) et domicilié à Tréboul – aujourd'hui Douarnenez – (– d° –). Matelot, inscrit à Douarnenez, n° 10.836.

Fils de Jean François PÉRENNOU et de Catherine QUÉRÉ. Époux de Marguerite Françoise Marie LITTRÉ.

PIAULINE Émile François Maurice, né 6 août 1883 à Lisieux (Calvados) et domicilié au Havre (Seine-inférieure – aujourd'hui Seine-Maritime –), au 92, rue Thiébaud. Restaurateur, inscrit au Havre, n° 6.230. Fils de François Jean Baptiste Émile PIAULINE et de Marie Désirée Émilienne LÉBOUCHER. Époux de Rose Augustine GAINVILLE.

TIÉKORO Diara, « indigène, sujet français ». Chauffeur, inscrit à Dakar, n° 1.103.

TUAL Marc Joseph, né le 21 janvier 1900 à Ouessant (Finistère) et y domicilié. Novice, inscrit au Conquet, n° 2.842.
Fils de Louise TUAL. Célibataire.

STATE SAILORS (French terminology)

AUFFRET Alain Marie, né le 28 octobre 1899 à Bodilis (Finistère) et y domicilié, Matelot de 3e classe canonier, A.M.B.C. du Havre, immatriculé à Brest, n° 114.114 – 2.

Fils de Marie François AUFFRET et de Marie Pauline MADEC. Célibataire.

LAVRAT Maurice Émile Auguste, né le 21 janvier 1891 à Ineuil (Cher) et domicilié à La Chapelle-Saint-Ursin (– d° –), Matelot de 1re classe électricien T.S.F., A.M.B.C. du Havre, immatriculé à Lorient, n° 24.743 – 3.

Fils de Sylvain LAVRAT et de Julie Juliette LABONNE. Célibataire.

LE COGNIC Albert Jean, né le 3 novembre 1897 à Lanester (Morbihan) et y domicilié, Matelot de 1re classe canonier breveté, A.M.B.C. du Havre, immatriculé à Brest, n° 104.312 – 2.

Fils de Jean Jacques LE COGNIC et de Marie Louise COCHE. Célibataire.

LEFOULON Eugène Léon, né le 30 juillet 1885 à Ouistreham (Calvados) et y domicilié, Matelot de 3e classe torpilleur, A.M.B.C. de Cherbourg, inscrit à Caen, n° 1.159.

Fils d'Émile Victor Adrien LEFOULON et de Marie Appoline Amélia Désirée FOUCHER. Époux de Clorinde Désirée Charlotte MARIE.

PAUL Jean François, né le 30 mars 1893 à Garlan (Finistère) et domicilié à Ploujean (– d° –), Quartier-maître fusilier, A.M.B.C. de Rochefort, immatriculé à Brest, n° 98.924 – 2.

Fils de François PAUL et de Marie GUEGUEN. Époux de Jacqueline DÉROFF.

Translations for positions held:

Capitaine - Captain

Second capitaine – Deputy Captain

Lieutenant – Lieutenant

Chef mécanicien – Chief engineer

Second mécanicien – Deputy Chief engineer

Chauffeur - Helmsman

Mousse – Cabin boy

Soutier – Coal trimmer

Graisseur - Greaser

Matelot – Seaman

Cuisinier - Cook

Restaurateur – Repair man

Novice - Cadet

Matelot de 3e classe canonier - Third Class Seaman Gunner

Matelot de 1re classe électricien T.S.F - First Class Seaman Electrician Radio Operator

Matelot de 1re classe canonier breveté – First class seaman patented

Matelot de 3e classe torpilleur – Third class seaman torpedo

Quartier-maître fusilier – Petty Officer

Those, except for the three from overseas, who lost their lives were given posthumous awards, in each case the Croix de Guerre with Bronze Star:

- By order of the Minister of Marine dated 7 March 1922 (art. 2; Olympics, March 15, 1922, p. 2.952), were registered at the special table of the military medal:
 - PAUL Jean François
 - AUFFRET Alain Marie
 - LE COGNIC Albert Jean
 - LEFOULON Eugène Léon

- LAVRAT Maurice Émile Auguste
- By order of the Minister of the Navy as of 30 July 1923 (J.O., August 1, 1923, p. 7,533), were enrolled posthumously to the special table of the Legion of Honour to the rank of Knight the naval officers of trade the following:
 - CALLAC François Ollivier
 - GRIEU Louis Aristide
 - OLLIVIER Pierre Marie
 - CHEVALIER Hyppolite Pierre Émile Joseph
- By order of the Minister of the Navy as of 30 July 1923 (J.O., August 1, 1923, p. 7,533), were enrolled posthumously to the special table of the of the military medal for the marine trade whose names follow:
 - LEPAGE Auguste Marie Joseph
 - LE BARBU Jean Marie
 - LE NENU Marcel
 - GOUSSET Benjamin
 - PÉRENNOU François Marie
 - TUAL Marc Joseph
 - CHAPELLE Antoine
 - CAILLOCE Jean Joseph Marie
 - LE ROUX Jean François
 - EVRARD Louis Auguste
 - APERS Alphonse Jean Édouard Auguste
 - COÏC Pierre Marie
 - PIAULINE Émile François Maurice