

**Forgotten Wrecks  
of the  
First World War**

**SS Belem**

*Site Report*



**November  
2020**





**FORGOTTEN WRECKS  
OF THE FIRST WORLD WAR  
SOUTH WEST ENGLAND**

***BELÉM* SITE REPORT**

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## **i Acknowledgments**

Between 2014 and 2018 the Forgotten Wrecks of the First World War project was funded by the National Lottery Heritage Fund (Heritage Grants Programme). The project focused on wrecks off the South coast of England, following the project it was recognised that the area off the North Cornwall and North Devon coasts is a priority for further work as it would fill a gap in data between the Forgotten Wrecks data set and the Welsh U-boat project. MAT is currently working with volunteers on case studies in this area while seeking funding to support a more extensive programme of work.

MAT would like to thank volunteer Roger Burns who undertook online research and drafted the historical text in this report. The report also draws on a number of online accounts and blogs which include photographs of the site of the *Belém* – these are acknowledged in the report. Site visits in June and October 2020 photographed the exposed remains and began measured survey. Site visits and reporting have been undertaken by Julie Satchell.

## **ii Copyright Statement**

This report has been produced by the MAT. Images used within the report have been fully referenced with their source and where possible permission for their use has been sought. Efforts have been made to fully acknowledge image owners, if there are any images not correctly attributed please let us know and we will revise the report.

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## 1. Project Background

The Forgotten Wrecks of the First World War ran from 2014 to 2018 and aimed to raise the profile of the maritime and underwater heritage related to the First World War. This National Lottery Heritage Fund project focused on wartime wrecks off the south coast of England. This area alone included over 1,300 wrecks and sites which represent 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 during the centenary commemorations presented a unique opportunity to better interpret them and improve physical and virtual access. The project outputs and results can be accessed at:

<https://forgottenwrecks.maritimearchaeologytrust.org/>

The online project viewer which provides information on sites, reports, photographs, videos and 3D models is at: <https://map.forgottenwrecks.org/>

Due to the extensive nature of the heritage resource on the seabed it was necessary to restrict the area being studied as part of the Forgotten Wrecks project. MAT recognises that the area off the North Cornwall and North Devon coasts is a priority for further research to develop understanding and interpretation of the many First World War wrecks lying here. Volunteers who were engaged in the Forgotten Wrecks project are researching wrecks in this area to help build the case for further funding to undertake more work. The site of the *Belém* is one such wreck, it has been researched by Roger Burns and site visits undertaken by MAT staff in 2020 to begin to survey the remains.

The *Belém* went aground in heavy fog under the cliffs at Menachurch Point, just north of Northcott Mouth, Bude, Cornwall, on 20 November 1917 while en route from Algiers, via Gibraltar to South Wales. Parts of the wreck are exposed above the sand and visible at particularly low tides.

## 2. Methodology

This report section concentrates on approaches and resources consulted in relation to SS *Belém*.

### 2.1 Desk Based Research

Research has utilised sources available online including The National Archives, heritage databases, archaeological reports, blogs and posts, some of which include images of the site.

The wreck of SS *Belém* is listed in the National Record of the Historic Environment (NRHE), Monument Number: 1585637, NMR Number: SS 10 NE 142. The Record was last updated in 2014 and has useful information including links to online sources. The Cornwall County Historic Environment Record (HER) includes the same information. Historic England featured the wreck as one of its "Wreck of the Week" blogs with additional history relating to the seizure of *Belém* and other German ships.

No records for the SS *Belém* or under its previous name of SS *Rhodos* have been identified at The National Archives. Summary technical detail, indicative voyage history, the seizure at Lisbon upon outbreak of war, and the demise of the *Belém ex-Rhodos* have been identified from the above sources and through use of the British Newspaper Archive.

The large reduction in sand levels over winter 2014/2015 revealed the extent to which the site remains lie buried within the sand. The site was visited by many people at this time and lead to a relatively large number of photographs being made available online, becoming accessible for the study of the remains. The archaeological description of the site (Section 4.2) utilises and refers to these photographic resources and demonstrates the potential for public photographs to aid understanding of heritage sites and assets.

Source	Access
Pastscape	<a href="http://www.pastscape.org.uk/hob.aspx?hob_id=1585637">http://www.pastscape.org.uk/hob.aspx?hob_id=1585637</a>
Historic England Blog	<a href="https://thewreckoftheweek.wordpress.com/2017/11/20/diary-of-the-war/">https://thewreckoftheweek.wordpress.com/2017/11/20/diary-of-the-war/</a>
Wrecksite EU	<a href="http://www.wrecksite.eu/wreck.aspx?168019">http://www.wrecksite.eu/wreck.aspx?168019</a>
The Ships List	<a href="http://www.theshipslist.com/ships/lines/deutschelev.shtml">http://www.theshipslist.com/ships/lines/deutschelev.shtml</a>
Fold3	<a href="https://www.fold3.com/image/60782582">https://www.fold3.com/image/60782582</a>
Demise of the <i>Belém</i> by local historian Audrey Aylmer	<a href="http://www.oldcornwall.net/seafaring/4594483620">http://www.oldcornwall.net/seafaring/4594483620</a>
Drone images by Martin Busby. Wreck as at 2015.	<a href="http://budeandbeyond.co.uk/ss-belem-by-drone/">http://budeandbeyond.co.uk/ss-belem-by-drone/</a>
Site images by Richard Brooks – 2015.	<a href="https://fineartamerica.com/featured/propeller-steamship-belem-shipwreck-richard-brookes.html">https://fineartamerica.com/featured/propeller-steamship-belem-shipwreck-richard-brookes.html</a>
Wikiwand (In German)	<a href="https://www.wikiwand.com/de/Deutsche_Levante-Linie">https://www.wikiwand.com/de/Deutsche_Levante-Linie</a>
Ship plans, scale model and painting – Vladimir Temnikov	<a href="https://temnikoffv.wixsite.com/museum-of-baltic-sea/rhodos">https://temnikoffv.wixsite.com/museum-of-baltic-sea/rhodos</a>

## 2.2 Associated Artefacts

In the 1980's, local enthusiasts recovered part of the propeller shaft, it had been on loan to Bude Museum (The Castle) for display, but is now held by its owner. Barrel Rock, in proximity to Bude breakwater, carries a navigational marker for entrance to Bude Harbour, and when the original required repair, it is believed that part of the propeller shaft was used as its structural support pole. However, with much of the propeller shaft being in-situ on the wreck site, it is likely that only one section might have been used specifically for mounting the barrel.

## 2.3 Site Visit/Fieldwork

Located at Latitude 50.851375 / Longitude -4.558860 within the intertidal zone, parts of the wreck of the *Belém* are usually visible at very low tides, particularly during the Spring or Autumn equinox tides and/or when remains are exposed following intense storms which have reprofiled the sand deposits in the area.

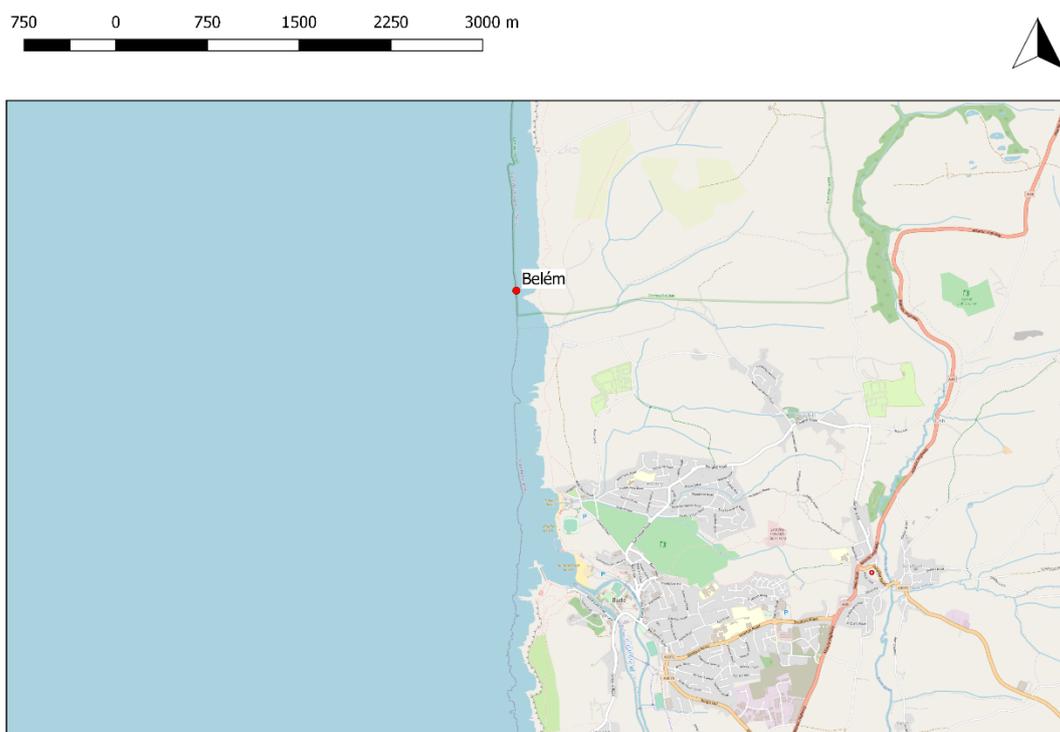


Figure 1: Location of the site of SS *Belém*, north of Bude, North Cornwall

Site visits were undertaken on the 8<sup>th</sup> June and 17<sup>th</sup> October 2020, the remains were observed from the cliff top prior to beach survey. Photographs were taken along with key measurements of the exposed elements of the remains. An equinox spring tide allows for at least two hours on site.

### 3. Vessel Biography: SS *Belém* (ex *Rhodos*)

The *Belém* was a seized German built ship, which at the time of wrecking was in Portuguese ownership having been seized when the (then named) *Rhodos* called at Lisbon on 3 August 1914 at the outbreak of the war.



Figure 2: Contemporary photograph of the *Belém* ashore, 1917

Source: Historic England, 2017. <https://thewreckoftheweek.wordpress.com/2017/11/20/diary-of-the-war/>

#### 3.1 Vessel Type and Build

*Belém* was built as *Rhodos* by Flensburger Schiffsbau Gesellschaft in Flensburg, Germany and completed in 1890 for the Deutsche Levante Line (Wikiwand). The ship was a steel hulled cargo steamer having a gross tonnage of 1,925. The 83-metre-long ship had a beam of 11 metres and was powered by a three-cylinder triple expansion engine developing 850ihp capable of driving the ship through its single screw at 9 knots (Wrecksite EU). It was scheduled to carry 2,500 tons but it is unclear if this tonnage includes its bunker coal. According to the above image, the ship had a single funnel and two masts which if rigged for sail may have been used during parts of its voyages. Information available with the scale model referenced in Section 7 refers to Brown and Harfields steam windlasses, these were likely powered by the donkey boiler visible on site, slightly to the west of the main boiler. The paintings on the same model website clearly shows the visible hull painted black.

#### 3.2 Pre-war career

Regular steamship operations between the Levant countries and western Europe did not commence until the late 1870s. The Deutsche Levante Line was founded on 6 September 1889, and four steamships of the same vessel class were ordered, the *Chios*, the *Lesbos*, the *Samos*, and the *Rhodos* which were deployed for this route, nominally from 1889 until 1914 from Hamburg/Bremen/Antwerp/Rotterdam to the eastern Mediterranean and the Black Sea. This route is reflected in the 1904 advertisement below (Figure 3). A Black Sea and Mediterranean service to New York ran between 1902 and 1904,

but records for the latter route with *Rhodos* were not found. The Deutsche Levant Line underwent mergers and acquisitions in 1910 but continued to manage the fleet. The funnel of the Deutsche Levante Line were black with a broad white band in which was a reproduction of the house flag (The Ships List).



Figure 3: 1904 Advertisement Deutsche Levant line

Source: [https://www.wikiwand.com/de/Deutsche\\_Levante-Linie](https://www.wikiwand.com/de/Deutsche_Levante-Linie) "CCBY-SA"

Records of the pre-war career of cargo steamer *Rhodos* have been found within the *British Newspaper Archive* which includes the *Lloyds List* of international shipping; German language sources have not yet been consulted. The ship bore its original name, *Rhodos*, through until the First World War and records indicate it shuttled primarily between its home port of Hamburg in Germany and eastern Mediterranean and Black Sea ports. Other European ports called at included Newcastle and Shields, occasionally, Swansea, Larvik, Cadiz, Marseilles and Pointe de Grave (once each), regularly Antwerp, Rotterdam and Cuxhaven, and less often Bordeaux and Lisbon (see Figure 4 for all ports called at). *Rhodos* called at a wide variety of 37 Mediterranean and 20 Black Sea ports (Figures 5 & 6) and would, arguably, be termed a coastal steamer were it not for the Atlantic and North Sea legs. It is noticeable that there are no recorded voyages for *Rhodos* during 1891 and most of 1892, which may have been due to the serious cholera epidemic which particularly affected Hamburg. Apart from the ship's eventual loss, there was only one recorded incident within these voyages resulting in damage from the port bow rearwards.

A full list of the recorded 70 ports, with contemporary and modern names, and of indicative voyages are given in Section 7, Appendix 1. These records cease abruptly without explanation in December 1910 and no further records of pre-war use for either *Rhodos* or *Belém* were found. The Deutsche Levant Line having merged in 1910 with the Atlas line from Bremen may simply be coincidence that further voyage records were not found.

There is no information on the type of cargoes carried, and speculation on the nature of cargoes is not possible from the wide variety of ports visited. However, the records show that time in port, particularly at some of the Mediterranean and Black Sea ports was often only one day, often departing the same day, suggesting a multiplicity of relatively small cargoes were carried, and a contributory factor may have been efficient loading and unloading onboard facilities of this small ship. It has also not proved possible to identify positively which ports during voyages were used for replenishing bunker coal but it is possible that Algiers and/or Oran were used from time to time but Malta, due to its strategic location and multiple times visited may have been used on occasion for this purpose. (Note – the voyage history as presented excludes an eighteen-month period straddling 1902 which was not inspected in detail as voyages appeared to be repetitive of the previous period).

500 0 500 1000 1500 2000 km

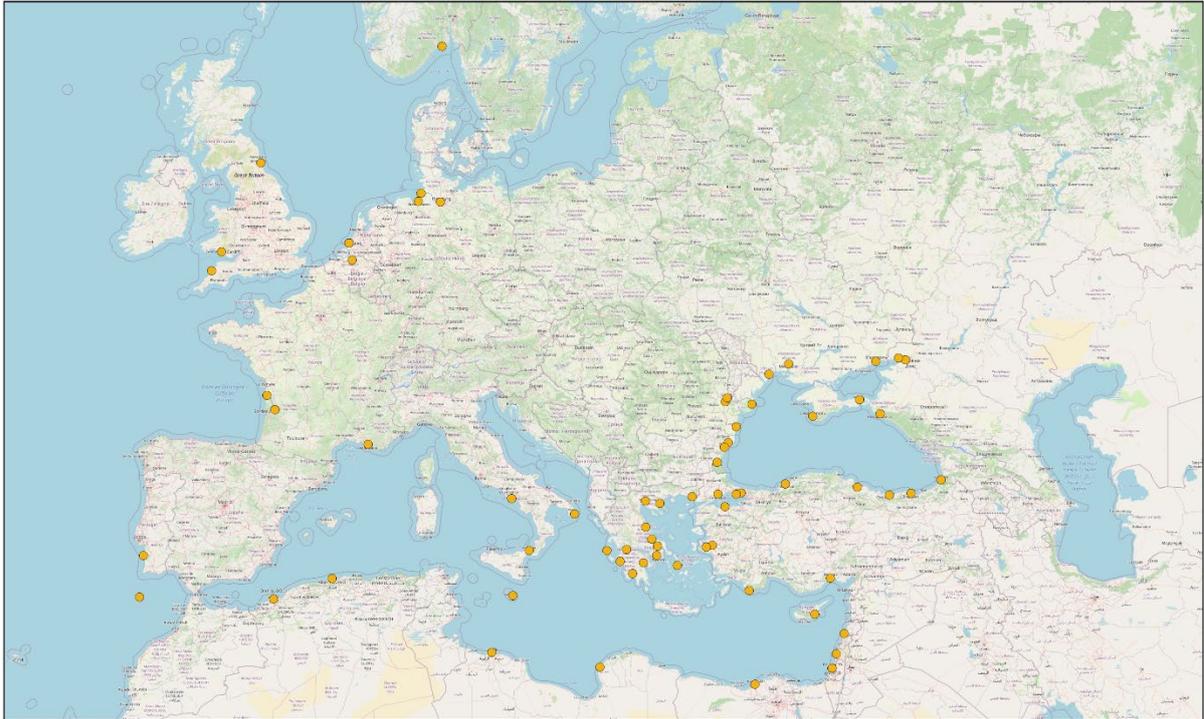


Figure 4: Map showing the location of all ports called by the *Belém* during its 24-year career

100 0 100 200 300 400 km

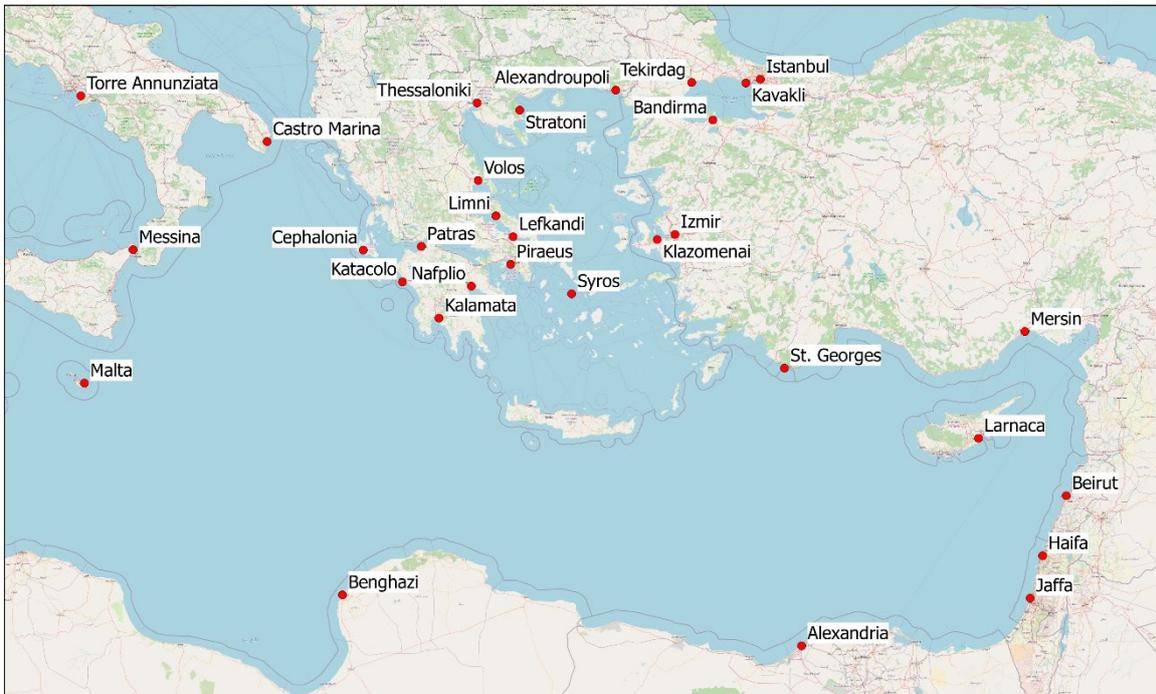


Figure 5: Mediterranean ports called at by the *Belém*

100 0 100 200 300 400 km

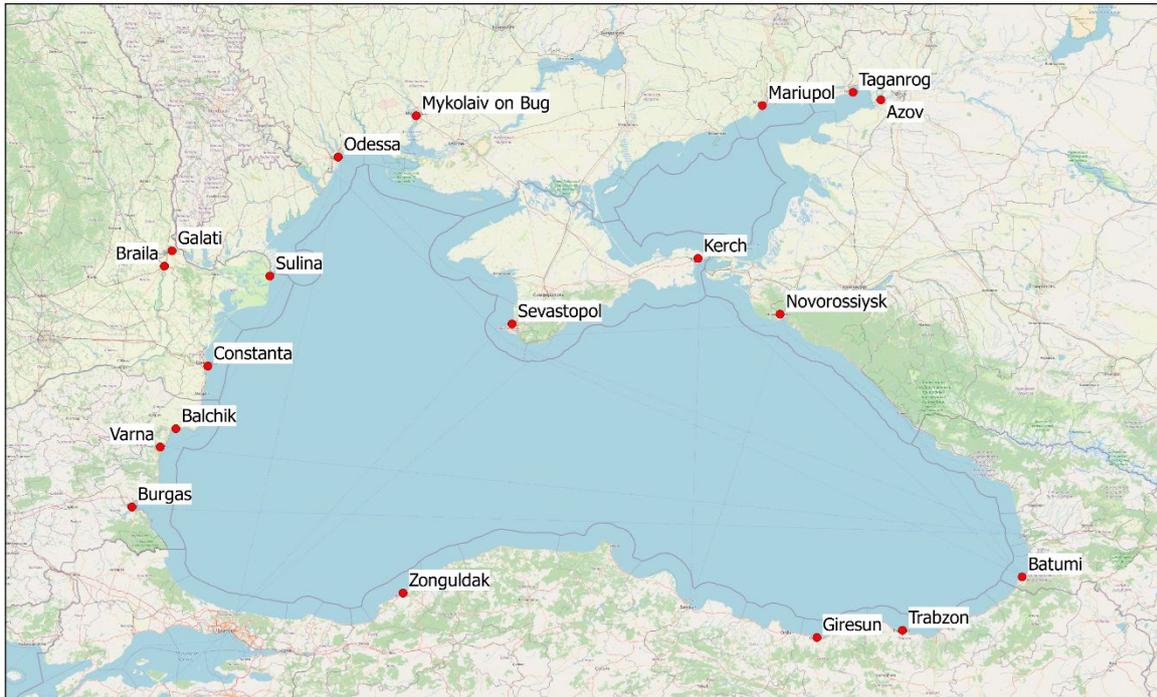


Figure 6: Black Sea ports called at by the *Belém*

### 3.3 First World War Use & Loss

SS *Rhodos* was on route from Alexandria to Hamburg and docked at Lisbon on 3 August 1914 where, six days after the declaration of war, it was seized as a vessel of an enemy participant country in a neutral port, Portugal being friendly with Britain. The *Rhodos* remained in Lisbon until taken into Portuguese service and renamed *Belém* although the date of appropriation is uncertain. Pre-loss voyage records as *Belém* have not been found, but Historic England (2017) suggests that it was loaned to Italy to supply Italy with British coal returning with sulphur from Sicily for munitions. Over 30 other German vessels were seized at Lisbon, arrival dates being one on each of the 18 July and 29 October, the remainder in the period 25 July to 9 August 1914 (Fold3).

The *Belém* was owned by Portuguese company Transportes Marítimos do Estado, Lisboa and was operated at the time of loss by them on behalf of the Italian government (Pastscape, 2014). At the time of the grounding the *Belém* was on route from Gibraltar bound for Newport or Cardiff and was carrying a cargo of 2,500 tonnes of iron ore from Béni Saf, Algeria, as a sulphur cargo had not been ready to load (Historic England, 2017). The vessel was armed with a single gun of unrecorded calibre which had been aft mounted in Gibraltar, manned by two Royal Navy gunners who were members of the 33 crew (Pastscape). The newspaper *Western Morning News* of 31 August 1932 refers to the *Belém* being too slow to maintain station in a convoy which sailed from Gibraltar and had become detached. It was sailing close to shore to minimise the risk of U-Boat attack when, at midnight in dense fog on 20/21 November 1917, it ran aground under the cliffs at Menachurch Point, just north of Bude.

A contemporary account of the wreck was related to a local historian, Audrey Alymer, in 1998 by Arthur Madge who had been a schoolboy when he heard the *Belem's* gun fired to alert that help was needed and early the next morning, he saw the wreck. He related: "As soon as dawn broke our master walked us along the cliffs. The fog was still very thick as we arrived and looking down, we could just see the ship on the rocks. The life-saving 'gang' was there in operation, hauling the poor seamen ashore

by breeches buoy. They rescued all the Portuguese crew, including the little cabin boy who could speak some English.....The crew were suffering badly from exposure. Although everything was rationed because of the war, people gave clothes and food. We boys bought them tobacco and sweets out of our pocket money". All of the crew were saved (A. Alymer).

### 3.4 People Associated with the *Belém* ex-Rhodos

Records of people associated with the *Rhodos* so far identified have been limited to the Masters on some of the voyages. The first record found is a Mr. Horn who features from November 1892 until mid-1897, followed by a Mr Bible until autumn 1899. Next is a Mr Buss who features from 1900 to early 1908 and within his tenure a Mr Falk, a Mr Freyer, and Mr Bible each make brief appearances. August 1908 sees a Mr Coumbis followed by a Mr Voss in October 1908, and a Mr Smid in September 1909. Thereafter, the sole record found is a newspaper report of the loss in the *Western Morning News* of 31 August 1932 which quotes a Mr Neunes as the then Captain. The identities of the crew and gunners on the final voyage have not been found.

### 3.5 Post-loss Activity

The *Belém* broke its back in the swell, and to effect salvage, holes were apparently cut in its sides, hastening the deterioration of the ship. Two weeks were spent in the salvage attempt. The *Western Morning News* of 19 January 1918 carried a tender notice which included: "Lying on the beach about two miles NORTH OF BUDE. Gross tonnage 1,925, built at Flensburg 1890. With her Machinery, Triple Engines, and Main and Donkey Boilers, &c., &c., &c... Also, a quantity of SALVED SUNDRIES from the above, warehoused at the Strand Stores, Bude, consisting of Ropes, (various, Manilla and Wire), Metal, Lamps, Canvas, &c., &c." The results of the tender and subsequent activity have not been found, but the non-salvaged material clearly remains on the beach.

Removal of component artefacts as described above appear to be the only other post-loss interventions.

## 4. Archaeological Remains

Located within the intertidal zone adjacent to the cliffs at Menachurch Point, near Bude, the remains of the *Belém* are partly buried in sand and are exposed at low spring tides and/or following significant storm action which reprofiles the beach sand. During 2020 sand levels meant that the two boilers and a number of other wreck components were exposed. During a site visit in June 2020 photographs were taken from the cliff top as tide levels were not low enough to undertake direct survey at beach level. Figure 7 shows the arrangement of the site with both boilers and the prop shaft evident. A relatively large section of lower hull is also seen exposed at this time.

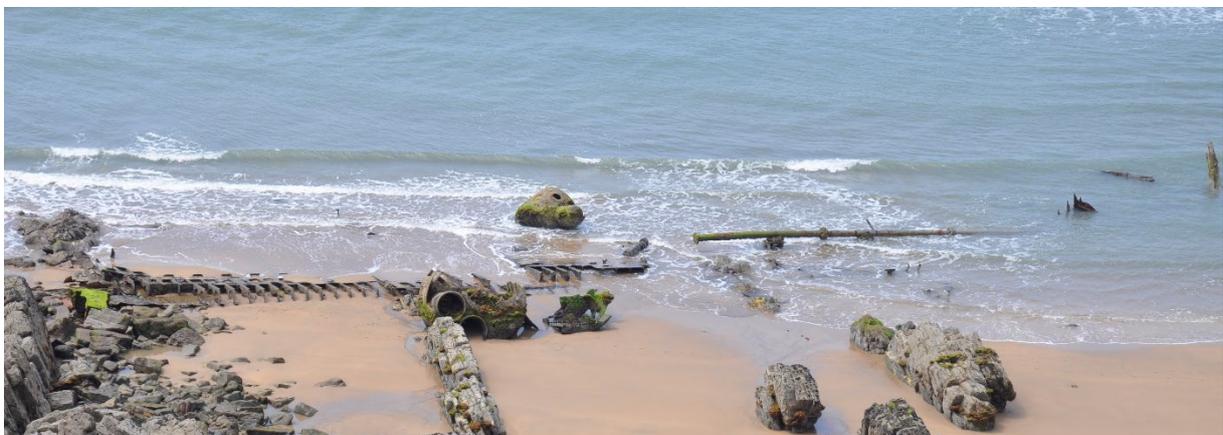


Figure 7: View of exposed remains of the *Belém* taken in June 2020.

#### 4.1 Site Remains Visible October 2020

A site visit in October 2020 found the remains more covered with sand than they had been in June with the two boilers, prop shaft and a few of the other wreck components sticking through the sand. A plan of the exposed remains has been produced (Figure 8) by using a drone-based site photograph from 2015 (Busby 2015) and tracing the various visible components, as such this site plan is indicative of relative positions, but is not to scale. This report presents photographs and survey measurements from October 2020, in addition to further description of the remains known to lie beneath the sand which has been included based on site photographs available on the internet, particularly a set of drone-based photographs showing the full distribution of remains when sand levels were lower (Busby 2015) and site level photographs taken at a similar time by Brookes (2015).

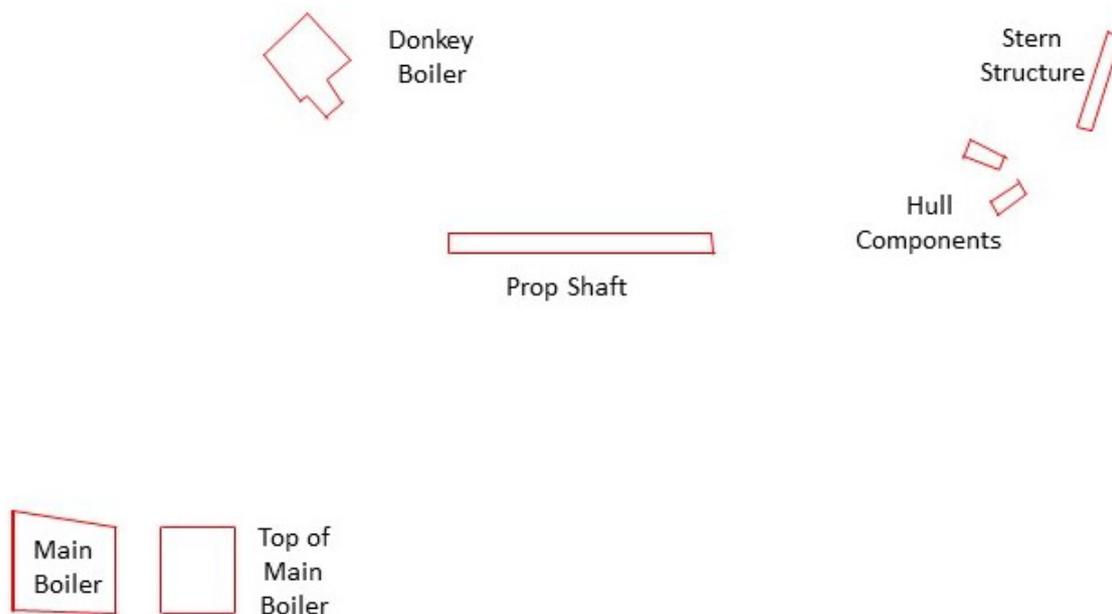


Figure 8: Site plan of exposed remains as of October 2020, created using drone based aerial photograph as base plan.

#### Main Boiler

The ship's main boiler is a Scotch Marine Boiler. It is in two pieces; a section has been cut from the upper part of the boiler, likely to expose the internal metal work for salvage. The smaller section lies to the north west of the main piece. The full diameter of the main boiler is 3.75m, its length is 2.75m. It is a two-furnace boiler, the diameter of the furnace entrances is 1.10m. There are a number of holes in the front face of the boiler which are related to the fire tubes – these are 6cm in diameter. Two large bolts that would have run the length of the boiler are represented along with their nuts; these have a maximum diameter of 13cm (Figure 12). The side view of the boiler (which faces south) (Figure 9) shows the rivet pattern, including a hexagonal joining piece which measures 43cm maximum width. As the top of the boiler has been removed it is possible to see the external surface of the furnace tubes, these are ridged or corrugated with the ridges being spaced 24cm apart (centre to centre). The side of the boiler which faces to the north has an aperture feature which sits within a hexagonal plate that measures 42cm along its longest face. The hole in the centre measures 31cm (Figure 11).

The top piece of the boiler that lies to the side of the main piece measures 1.80m by 1.58m (Figure 13).

Ships plans available online (Temnikov 2020) show the position of the main boiler, as expected in front of the engine, and as reflected within the remains of the lower hull that are now buried under sand, see Section 4.2 for a description from available photographs.



Figure 9: Top left. Side view of boiler showing rivet patterns and where top has been cut off the outside of the furnace tubes.

Figure 10: Top right. The back of the boiler.

Figure 11: Bottom left. Side of the boiler showing aperture feature.

Figure 12: Bottom right. Front of the boiler showing the two furnaces, holes where the fire tubes would have been situated and large bolt ends.



Figure 13: Top part of boiler, cut off and lying to the site of the main part.

## Donkey Boiler

The smaller boiler is intact and is a single furnace Scotch Marine Boiler (Figure 14). This is thought to be a donkey boiler that would have powered the ships machinery. Within the ship plans online (Temnikov 2020) it is harder to see the position of the donkey boiler, but it appears to be above the main boiler. The diameter of the boiler is 2.15m, its length is 2.00m. The furnace opening of this boiler measures 87cm in diameter (Figure 16). Sand levels mean that one end of the boiler is only partially visible, photographs taken in 2015 when sand levels were very low (Brookes 2015a), show this is a double ended boiler, so there would have been furnace doors on both ends. The boiler has a steam dome on the top, this is 82cm high, and 1.00m in diameter (Figures 14 & 15). Steam domes are a typically German design feature for Scotch Marine Boilers (Wikipedia: Steam Dome). There is a circular feature that would have been towards the back of the steam dome when in its original position, this measures 42cm diameter (Figure 14).

The aperture feature that would have been on the top right of the boiler when it was in its original upright position, measures 42cm on its longest face, with a 29cm hole – this is the same size as the similar feature on the main boiler (Figures 14 & 15).



Figure 14: Top left, End of the boiler, showing placement of the steam dome.

Figure 15: Top right, Top of the boiler showing steam dome and aperture feature.

Figure 16: Bottom left, End of the boiler showing furnace and fire tube holes.

Figure 17: Bottom right, Lower part of the boiler.

## Prop Shaft

The prop shaft is visible above the sand, although it is not possible to see at beach level as of October 2020, the shaft is still attached to its mountings below the sand (Brookes 2015b&c). Two sections of the shaft can be seen (Figure 18). The circular end of the shaft has a diameter of 57cm and a thickness of 9cm, the join consists of two of these sections bolted together (Figure 19). The thickness of the join is 18cm, the diameter of the nuts used to secure the bolts between the two sections is 12cm.



Figure 18: Prop shaft exposed above the current sand level.



Figure 19: Join between elements of the prop shaft.



Figure 20: Prop shaft showing relationship with other exposed metal components from the stern of the ship.

### Section of Exposed Hull

An area of hull measuring 1.23m was exposed, this consists of three L-shaped metal frames (Figure 21). In section the frames measure 8cm x 8cm. The centre to centre spacing from the upper to middle frame is 48cm and from the middle to lower frame is 63cm, it is unknown if there is some distortion of these features which are likely to have originally been evenly spaced.



Figure 21: Three frames from an area of exposed hull structure.

### Stern Area – Rudder Stern Frame and Stock

Rising above the sand which is currently interpreted as the stern frame of the rudder with part of the rudder stock attached (Figures 22 & 23). The cylindrical metal component, part of the rudder stock that would have been attached by pintles, measures 17cm in diameter. Adjacent to this, but at a slightly different angle is likely to be part of the rudder stern frame, this is T-shaped in section, with the face adjacent to the rudder stock being curved. Part of the T shaped profile widens to form an area 28cm wide and 1.15m long before reverting to the previous form, this is thought to be where the propeller would have been fixed. This interpretation is considered further in Section 4.2.



Figure 22: Structure thought to be part of the rudder stern frame and stock.



Figure 23: Structure thought to be part of the rudder stern frame (right) alongside the rudder stock (left).

### Other Metal Hull Components

Two other metal elements were visible above the sand. These were not measured due to time on site being limited by the incoming tide. They are situated close to the stern area of the vessel, and appear to be part of the hull structure (Figures 24 – 26). Further detailed survey of these partially exposed elements will be required to determine which part of the ship they represent.



Figure 24: Two pieces of hull structure in relation to the prominent part of the rudder frame.



Figure 25: Left, Small area of exposed hull structure.

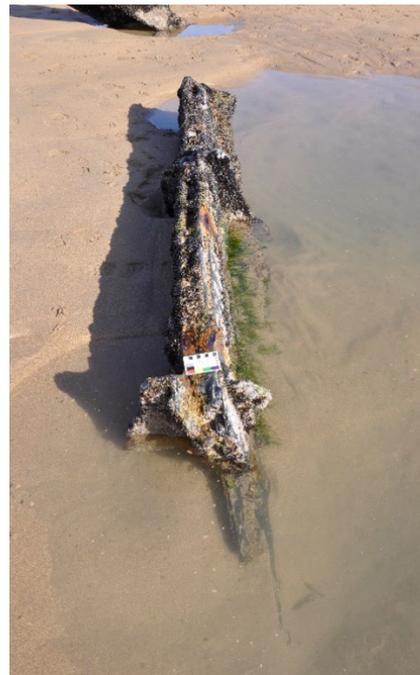


Figure 26: Right, Exposed structure that could be outer hull.

#### **4.2 Remains Buried Beneath the Sand**

This section draws on the photographic record from the site that was captured by the public when sand levels were exceptionally low, most date to spring 2015. In particular the drone-based photography by Martin Busby (2015), and site photographs by Richard Brookes (2015). Drone based photographs were taken from just to the east of the site so provide a slightly oblique angle; as there are direct survey measurements of the boiler it was possible to use this data to gain approximate measurements of the remains shown exposed in the drone photographs. All measurements given here are approximate.

The orientation and main area of lower hull compares directly with the historic photograph of the ship on shore with the bow to the south and stern to the north. Much of the lower hull is in-situ with the engine mounting visible as an area of square plating (Brookes 2015e) in front of the prop shaft which is still attached to its mountings and points toward the stern (Brookes 2015b). The boilers have become displaced from their original position, the main boiler would have been in front of the engine. The hull frames are visible with much of the internal plating having corroded away. Photographs confirm that the port side of the lower hull survives for at least 4m from the centre line of the ship, the starboard side is not visible, but as the beach falls away beneath the sand it is expected this will survive to an equal distance, giving a minimum of 8m width of in-situ hull remains preserved. The total length of in-situ hull remains, using the end of the prop shaft to indicate the stern is at least 53m in length, the slightly collapsed stern area would have continued beyond the end of the prop shaft by a few metres. The bow of the ship has been truncated at the edge of a rock outcrop. The full measurement of the ship was 83m long by 11m wide, which means the lower hull survives to at least two thirds of its original length and to a substantial amount of the original width.

The lower hull structure has a relatively sharp edge along the port side, this may have been caused during salvage work, or could have been a natural break as the corresponding disarticulated area of port-side hull lies to the east of the main section, it is visible in the drone photograph and measures approximately 22m x 5.5m, although this disappears below the sand, so is likely to be larger than this. The ship plans and model (Temnikov 2020) indicate the ship had a relatively sharp turn of the bilge, which appears to be where the hull break has occurred.

It is clear that the prop shaft is still attached to its mountings with at least three of these in-situ. The propeller to which it would have been linked is present on site slightly to the south east of the stern area (Brookes 2015c and Busby 2015), this is intact but has clearly moved from its original position. It is surprising this was not salvaged, but this would have been a challenging site to recover material from.

Towards the stern of the vessel there are many scattered hull elements, fixtures and fittings and it is difficult to determine their precise form and function. It appears that part of the stern of the vessel remains intact, but the stern has fallen to starboard, leading to the rudder stern frame and stock elements now protruding from the sand at such an angle.

#### **5. Site Significance & Potential Further Research**

Historical research on the voyages of the ship, examination of exposed features and the use of an archive of online photographs of the site have led to a greater understanding of the vessel's career and the extent of the surviving physical remains. Further site survey would assist with the interpretation of the wreck remains and gain a valuable record of their extent before they are subject to more corrosion. Survey should take advantage of any periods when the sand levels are reduced to gain the required measurements and photographs of the structure.

It is likely that research using German sources and archives would discover information on the cargoes carried by the ship, and there is potential for further research within the port books of the UK destinations at which it called.

The site is significant in terms of representing rare physical remains which demonstrate Portuguese involvement in the First World War. Further research is required to determine how many other ships were built of the same design and whether this is the only surviving example of this class. This information would allow for its full significance to be determined.

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## 7. Appendices

### 7.1 Video and stills relating to a scale model of SS *Rhodos*

Publishing date:	12 August 2019	Publisher:	Vladimar Temnikov
URL:	<a href="https://youtu.be/PXUACXSoUR8">https://youtu.be/PXUACXSoUR8</a>		
Last accessed:	June 2020	License:	Standard YouTube License
Length:	0.45 mins	Description:	Scale model of SS <i>Rhodos</i>
Note:	Link to stills of model at <a href="https://temnikoffv.wixsite.com/museum-of-baltic-sea/rhodos">https://temnikoffv.wixsite.com/museum-of-baltic-sea/rhodos</a>		

### 7.2 Indicative Voyage History of SS *Belém* ex SS *Rhodos*

Except where stated that repetitive voyages are omitted, gaps in voyage history are because no record was found in the *British Newspaper Archive* from which the undernoted details are extracted.

Contemporary spellings of ports are given as reported.

Equivalent modern spellings of ports with country are tabulated following the voyage history.

Indicative Voyage History – As SS <i>Rhodos</i>	Newspaper
Departed Smyrna 24 September 1890 for Salonica.	<i>Lloyd's List</i> 27/09/1890
Arrived Salonica 26 September 1890 and left on 27 September for Constantinople.	<i>Lloyd's List</i> 30/09/1890
Departed Salonica 15 October 1890 for Smyrna.	<i>Lloyd's List</i> 20/10/1890
Arrived Patras on 21 October 1890.	<i>Lloyd's List</i> 25/10/1890
Arrived Malta, homeward bound, 8 November 1892. Master: Horn.	<i>Lloyd's List</i> 12/11/1892
Arrived Cuxhaven 21 November 1892 from Ibrail.	<i>Lloyd's List</i> 23/11/1892
Arrived Smyrna 6 January 1893 from Syra and left for Salonica	<i>Lloyd's List</i> 10/01/1893
Arrived Algiers 9 February 1893 from Sebastopol. Master: Horn.	<i>Lloyd's List</i> 14/02/1893
Departed Antwerp 12 March 1893 for Piraeus. Master: Horn	<i>Lloyd's List</i> 14/03/1893
Departed Hamburg 20 May 1893 for Ibrail. Master: Horn.	<i>Lloyd's List</i> 25/05/1893
Arrived Varna 17 June 1893.	<i>Lloyd's List</i> 22/06/1893
Arrived Malta 18 August 1893 and left for Piraeus.	<i>Lloyd's List</i> 22/08/1893
Report: <i>Hamburg, Oct 16. – The Rhodos (s), Horn, which arrived here yesterday from Ibrail, passed on Oct. 10 near Cape Finisterre many casks floating about, together with other articles, apparently from a vessel's deckload.</i>	<i>Lloyd's List</i> 19/10/1893
Arrived Antwerp 28 October 1893 from Bourgas via Hamburg. Master: Horn.	<i>Lloyd's List</i> 31/10/1893
Arrived Malta 14 November 1893 from Hamburg and left for Piraeus.	<i>Lloyd's List</i> 18/11/1893
Arrived Constantinople 22 November 1893.	<i>Lloyd's List</i> 25/11/1893
Arrived Galatz 28 November 1893. Master: Horn.	<i>Lloyd's List</i> 2/12/1893
Arrived Malta 20 December 1893.	<i>Lloyd's List</i> 20/12/1893
Arrived Hamburg 1 January 1894 from Ibrail. Master: Horn.	<i>Lloyd's List</i> 4/01/1894
Passed Flushing 12 January 1894.	<i>Lloyd's List</i> 13/01/1894
Passed Dover east 17 March 1894, from Bristol for Antwerp.	<i>Lloyd's List</i> 19/03/1894
Arrived Sulina 15 April 1894 from Hamburg.	<i>Lloyd's List</i> 30/04/1894
Arrived Alexandria 3 May 1894. Master: Horn.	<i>Lloyd's List</i> 8/05/1894
Arrived Constantinople 5 July 1894 from Marseilles.	<i>Lloyd's List</i> 10/07/1894
Arrived Kustendje 13 July 1894 from Constantinople.	<i>Lloyd's List</i> 17/07/1894
Departed Varna 20 July 1894 for Malta and Hamburg. Master: Horn.	<i>Lloyd's List</i> 24/07/1894
Passed Flamborough Head north 14 August 1894 under tow from tug <i>Englishman</i> .	<i>Lloyd's List</i> 15/08/1894
Arrived Hamburg 16 August 1894 from Kustendje. Master: Horn.	<i>Lloyd's List</i> 16/08/1894
Departed Hamburg 25 August 1894 for Ibrail. Master: Horn.	<i>Lloyd's List</i> 29/08/1894

Indicative Voyage History – As SS Rhodos	Newspaper
Arrived Hamburg 25 August 1895.	<i>South Wales Daily Post</i> 30/08/1895
At Malta 31 October 1895.	<i>Glasgow Herald</i> 1/11/1895
Arrived Odessa 12 January 1896 from Hamburg. Master: Horn.	<i>Lloyd's List</i> 17/01/1896
Arrived Alexandria 9 February 1896 homeward bound.	<i>Lloyd's List</i> 13/02/1896
Departed Hamburg 15 March 1896 for Salonica. Master: Horn.	<i>Lloyd's List</i> 18/03/1896
At Malta 19 November 1896.	<i>Lloyd's List</i> 24/11/1896
Arrived Kavak, Constantinople 17 December 1896 from either Black Sea or Azof.	<i>Glasgow Herald</i> 21/12/1896
Departed Piraeus 24 December 1896 for Naupila.	<i>Lloyd's List</i> 4/01/1897
Departed Hamburg 7 April 1897 for Ibrail. Master: Horn.	<i>Lloyd's List</i> 9/04/1897
Departed Antwerp 15 April 1897 for Galatz and Ibrail.	<i>Lloyd's List</i> 17 April 1897
Departed Piraeus 1 May 1897 for Galatz.	<i>Lloyd's List</i> 6/05/1897
Arrived Sulina 6 May 1897 from Hamburg.	<i>Lloyd's List</i> 10/05/1897
Arrived Malta 4 June 1897.	<i>Lloyd's List</i> 9/06/1897
Arrived Hamburg 21 June 1897.	<i>Lloyd's List</i> 25/06/1897
Arrived Antwerp 1 July 1897 from levant via Hamburg. Master: Biblie.	<i>Lloyd's List</i> 2/07/1897
Cape Spartel passed east 13 July 1897.	<i>Lloyd's List</i> 13/07/1897
Departed Malta 18 July 1897 for Piraeus.	<i>Lloyd's List</i> 22/07/1897
Arrived Piraeus 21 July 1897.	<i>Lloyd's List</i> 26/07/1897
Arrived Constantinople 25 July 1897.	<i>Lloyd's List</i> 29/07/1897
Arrived Ibrail 3 August 1897. Master: Biblie.	<i>Lloyd's List</i> 7/08/1897
Arrived Kavak 13 August 1897 from Black Sea or Azof.	<i>Lloyd's List</i> 16/08/1897
Departed Hamburg 11 September 1897 for Salonica. Master: Biblie.	<i>Lloyd's List</i> 13/09/1897
Report: RHODOS (s). – <i>Antwerp, Sept. 20.</i> – <i>In the collision which took place on Sept. 18 between the German steamer Rhodos, leaving for Mediterranean ports and the Black Sea, and the British steamer Plympton, from Galveston, anchored in the roads, the Rhodos was considerably damaged on the port bow from stem to afterpart of forecastle, and the Plympton, which was just swinging around for the flood tide, about the stern. The Rhodos returned into the docks for further survey and had to be lightened for this purpose.</i>	<i>Lloyd's List</i> 21/09/1897
Departed Antwerp 29 September 1897 for Levant. Master: Biblie.	<i>Lloyd's List</i> 1/10/1897
Arrived Malta 22 November 1897.	<i>Lloyd's List</i> 23/11/1897
Arrived Cuxhaven 7 December 1897 from Odessa. Master: Biblie.	<i>Lloyd's List</i> 10/12/1897
Departed Piraeus 5 January 1898 for Syra.	<i>Lloyd's List</i> 8/01/1898
Departed Constantinople 12 January 1898 for Bourgas.	<i>Lloyd's List</i> 15/01/1898
Departed Bourgas 13 January 1898 for Varna.	<i>Lloyd's List</i> 18/01/1898
Arrived Rodosto 1 February 1898 from Odessa for Hamburg.	<i>Lloyd's List</i> 4/02/1898
Departed Galatz 5 April for Hamburg. Master: Biblie.	<i>Lloyd's List</i> 11/04/1898
Dover passed eastwards 3 May 1898 from Ibrail and Alexandria for Hamburg.	<i>Lloyd's List</i> 3/05/1898
Departed Hamburg for Ibrail 16 May 1898.	<i>Lloyd's List</i> 19/05/1898
Arrived Antwerp 18 May 1898 for Alexandria via Hamburg. Master: Biblie.	<i>Lloyd's List</i> 21/05/1898
Departed Malta 7 June 1898 for Patras.	<i>Lloyd's List</i> 9/06/1898
Departed Ibrail 1 July 1898 for Hamburg via Antwerp.	<i>Lloyd's List</i> 6/07/1898
Arrived Piraeus 8 July 1898.	<i>Lloyd's List</i> 12/07/1898
Arrived Oran 15 July 1898 from Algiers and departed 16 July for Hamburg. Master: Horn.	<i>Lloyd's List</i> 20/07/1898
Dover passed westwards 11 August 1898 Hamburg and Antwerp for Ibrail.	<i>Lloyd's List</i> 12/08/1898
Arrived Patras 24 August 1898.	<i>Lloyd's List</i> 27/08/1898
Arrived Galatz 4 September 1898.	<i>Lloyd's List</i> 7/09/1898
Arrived Ibrail 7 September 1898.	<i>Lloyd's List</i> 10/09/1898
Arrived Laurvig 9 October 1898 from Ibrail.	<i>Lloyd's List</i> 12/10/1898
Departed Hamburg 22 October 1898 for Ibrail.	<i>Lloyd's List</i> 24/10/1898
Departed Patras 14 November 1898 for Piraeus.	<i>Lloyd's List</i> 17/11/1898
Arrived Kustendje 23 November 1898.	<i>Lloyd's List</i> 26/11/1898
Arrived Ibrail 1 December 1898 from Hamburg.	<i>Lloyd's List</i> 6/12/1898
Arrived Antwerp 20 January 1899 from Hamburg. Master: Biblie.	<i>Lloyd's List</i> 23/01/1899
Arrived Malta 26 February 1899.	<i>Lloyd's List</i> 27/02/1899
Dover passed eastwards 17 March 1899 Alexandria for Hamburg.	<i>Lloyd's List</i> 17/03/1899
Departed Salonica 24 April 1899 for Constantinople.	<i>Lloyd's List</i> 27/04/1899
Arrived Ibrail 4 May 1899.	<i>Lloyd's List</i> 8/05/1899
Arrived Constantinople 15 May 1899.	<i>Lloyd's List</i> 18/05/1899

<b>Indicative Voyage History – As SS Rhodos</b>	<b>Newspaper</b>
Departed Alexandria 24 May 1899 for Malta.	<i>Lloyd's List</i> 27/05/1899
Departed Malta 28 May 1899 for Algiers.	<i>Lloyd's List</i> 31/05/1899
Beachy Head passed eastwards 2 June 1899, Danube for Hamburg.	<i>Lloyd's List</i> 3/06/1899
Arrived Hamburg 12 June 1899 from Ibrail. Master: Biblie.	<i>Lloyd's List</i> 15/06/1899
Departed Bourgas 20 July 1899 for Varna.	<i>Lloyd's List</i> 24/07/1899
Arrived Hamburg 23 August 1899 from Ibrail. Master: Biblie.	<i>Lloyd's List</i> 25/08/1899
Arrived Kustendje 2 October 1899 and left for Danube.	<i>Lloyd's List</i> 5/10/1899
Departed Sulina 4 October 1899 for Galatz	<i>Lloyd's List</i> 6/10/1899
Departed Malta 29 October 1899 for Hamburg.	<i>Lloyd's List</i> 1/10/1899
Arrived Shields 21 November 1899 from Hamburg.	<i>Lloyd's List</i> 22/11/1899
Arrived Constantinople 14 December 1899.	<i>Lloyd's List</i> 16/12/1899
Departed Constantinople 15 December 1899 for Odessa.	<i>Lloyd's List</i> 18/12/1899
Arrived Novorossisk 26 December 1899.	<i>Lloyd's List</i> 29/12/1899
Departed Batoum on 9 January 1900 homeward bound.	<i>Lloyd's List</i> 12/01/1900
Arrived Oran 30 January 1900. Master: Buss.	<i>Lloyd's List</i> 2/02/1900
Dover passed eastwards 8 February 1900 from Batoum and Oran for Rotterdam.	<i>Lloyd's List</i> 9/02/1900
Dover passed westwards 5 March 1900 Hamburg and Antwerp for Constantinople.	<i>Lloyd's List</i> 5/03/1900
Arrived Ibrail 1 April 1900.	<i>Lloyd's List</i> 5/04/1900
Departed Danube 11 April 1900.	<i>Lloyd's List</i> 14/04/1900
Departed Alexandria 2 April 1900 for Malta.	<i>Lloyd's List</i> 25/04/1900
Departed Hamburg 20 May 1900. Master: Buss.	<i>Lloyd's List</i> 23/05/1900
Departed Antwerp 31 May 1900 for Oran. Master: Buss.	<i>Lloyd's List</i> 1/06/1900
Arrived Odessa 19 June 1900.	<i>Lloyd's List</i> 21/06/1900
Arrived Nicolaieff 21 June 1900	<i>Lloyd's List</i> 26/06/1900
Departed Nicolaieff 23 June 1900 for Marianople.	<i>Lloyd's List</i> 27/06/1900
Arrived Marianople 27 June 1900.	<i>Lloyd's List</i> 29/06/1900
Departed Nauplia 16 July 1900 for Algiers.	<i>Lloyd's List</i> 19/07/1900
Departed Algiers 21 July 1900 for Rotterdam.	<i>Lloyd's List</i> 24/07/1900
Arrived Antwerp 5 August 1900 from Taganrog via Rotterdam. Master: Buss.	<i>Lloyd's List</i> 7/08/1900
Arrived Malta 26 August 1900 and left for Piraeus.	<i>Lloyd's List</i> 29/08/1900
Arrived Kavak 3 September 1900.	<i>Lloyd's List</i> 5/09/1900
Departed Kertch 9 September 1900 for Marianople.	<i>Lloyd's List</i> 12/09/1900
Arrived Marianople 10 September 1900.	<i>Lloyd's List</i> 14/09/1900
Arrived Taganrog 17 September 1900.	<i>Lloyd's List</i> 21/09/1900
Departed Taganrog 21 September 1900 for Baltchik.	<i>Lloyd's List</i> 25/09/1900
St. Catherine's Point passed eastwards 14 October 1900 from Baltchik for Hamburg.	<i>Lloyd's List</i> 15/10/1900
Departed Cadiz 17 November 1900 for Malta.	<i>Lloyd's List</i> 20/11/1900
Departed Bourgas 29 November 1900 for Varna.	<i>Lloyd's List</i> 1/12/1900
Arrived Ibrail 6 December 1900.	<i>Lloyd's List</i> 8/12/1900
Arrived Alexandria 24 December 1900.	<i>Lloyd's List</i> 27/12/1900
Departed Alexandria 26 December 1900 for Malta.	<i>Lloyd's List</i> 29/12/1900
Arrived Flushing 24 January 1901 from Hamburg.	<i>Lloyd's List</i> 25/01/1901
Departed Antwerp 2 February 1901 for Algiers. Master: Buss	<i>Lloyd's List</i> 4/02/1901
Arrived Clazomene 23 February 1901.	<i>Lloyd's List</i> 26/02/1901
Arrived Constantinople 28 February 1901.	<i>Lloyd's List</i> 2/03/1901
Departed Bourgas 2 March 1901 for Varna.	<i>Lloyd's List</i> 5/03/1901
Arrived Kustendje 4 March 1901.	<i>Lloyd's List</i> 8/03/1901
Departed Bourgas 7 March 1901 for Constantinople.	<i>Lloyd's List</i> 12/03/1901
Departed Panderma 10 March 1901 for Dedeagatch	<i>Lloyd's List</i> 13/03/1901
Arrived Dedeagatch 11 March 1901.	<i>Lloyd's List</i> 15/03/1901
Arrived Nauplia 22 March 1901 and left same day for Patras. Master: Buss.	<i>Lloyd's List</i> 26/03/1901
Arrived Malta 27 March 1901.	<i>Lloyd's List</i> 27/03/1901
Departed Malta 27 March 1901 for Rotterdam. Master: Buss.	<i>Lloyd's List</i> 2/04/1901
Departed Rotterdam 11 April 1901 for Hamburg.	<i>Lloyd's List</i> 12/04/1901
Arrived Antwerp 26 April 1901 from Varna via Hamburg.	<i>Lloyd's List</i> 27/04/1901
Arrived Lisbon 10 May 1901 and left 11 May for Sines.	<i>Lloyd's List</i> 14/05/1901
Departed Sines 12 May 1901 for Malta.	<i>Lloyd's List</i> 16/05/1901
By inspection of newspapers, voyages in next period were repetitive and are not detailed herein.	
Arrived Nordenhamn 26 December 1903 at Ibrail. Master: Freyer.	<i>Lloyd's List</i> 26/12/1903

<b>Indicative Voyage History – As SS Rhodos</b>	<b>Newspaper</b>
Flushing passed 9 January 1904 for Hamburg.	<i>Lloyd's List</i> 11/01/1904
Departed Antwerp 16 January 1904 for Malta. Master: Freyer.	<i>Lloyd's List</i> 18/01/1904
Arrived Antwerp 2 February 1904.	<i>Lloyd's List</i> 5/02/1904
Departed Alexandretta 20 February 1904 for Mersyna.	<i>Lloyd's List</i> 26/02/1904
Arrived Malta 28 February 1904.	<i>Lloyd's List</i> 29/02/1904
Algiers passed 4 March 1904 for Rotterdam.	<i>Lloyd's List</i> 7/03/1904
Departed Alexandria 13 June 1904 for Beyrout.	<i>Lloyd's List</i> 16/06/1904
Arrived Beyrout 15 June 1904 and left same day for Haifa.	<i>Lloyd's List</i> 21/06/1904
Departed Haifa 20 June 1904 for Beyrout.	<i>Lloyd's List</i> 23/06/1904
Arrived Alexandria 24 June 1904.	<i>Lloyd's List</i> 28/06/1904
Departed Alexandria 25 June 1904 for Malta.	<i>Lloyd's List</i> 29/06/1904
Arrived Cuxhaven 13 July 1904 from Beyrout. Master: Falk.	<i>Lloyd's List</i> 16/07/1904
Departed Alexandria 19 August 1904 for Beyrout.	<i>Lloyd's List</i> 23/08/1904
Arrived Beyrout 21 August 1904.	<i>Lloyd's List</i> 24/08/1904
Departed Beyrout 23 August 1904 for Alexandretta.	<i>Lloyd's List</i> 27/08/1904
Departed Meesyna 25 August 1904 for Limni.	<i>Lloyd's List</i> 31/08/1904
Arrived Limni 29 August 1904.	<i>Lloyd's List</i> 1/09/1904
Arrived Patras 10 September 1904 from Cephalonia.	<i>Lloyd's List</i> 19/09/1904
Departed Patras 16 September 1904 for Malta.	<i>Lloyd's List</i> 20/09/1904
Arrived Nieuwe Waterweg 2 October 1904 from Patras.	<i>Lloyd's List</i> 4/10/1904
Departed Hamburg 14 October 1904 for Odessa. Master: Buss.	<i>Lloyd's List</i> 17/10/1904
Arrived Malta 2 November 1904.	<i>Lloyd's List</i> 3/11/1904
Arrived Odessa 12 November 1904.	<i>Lloyd's List</i> 15/11/1904
Arrived Piraeus 29 November 1904.	<i>Lloyd's List</i> 2/12/1904
Departed Patras 22 December 1904 for Malta.	<i>Lloyd's List</i> 27/12/1904
Departed Malta 4 February 1905 for Alexandria.	<i>Lloyd's List</i> 7/02/1905
Arrived Malta 19 February 1905.	<i>Lloyd's List</i> 20/02/1905
Departed Malta 20 February 1905 for Algiers.	<i>Lloyd's List</i> 24/02/1905
Arrived Nieuwe Waterweg 8 March 1905 from the Mediterranean.	<i>Lloyd's List</i> 9/03/1905
Departed Samsoun 24 April 1905 for Zoungouldak.	<i>Lloyd's List</i> 28/04/1905
Arrived Algiers 14 July 1905 and left same day for Rotterdam.	<i>Lloyd's List</i> 18/07/1905
Arrived Malta 27 August 1905.	<i>Lloyd's List</i> 28/08/1905
Departed Alexandria 1 October 1905 for Malta.	<i>Lloyd's List</i> 5/10/1905
Arrived Bordeaux 14 November 1905 from Swansea.	<i>Lloyd's List</i> 18/11/1905
Arrived Lisbon 22 November 1905.	<i>Lloyd's List</i> 25/11/1905
Departed Castro 13 December 1905 for Constantinople.	<i>Lloyd's List</i> 16/12/1905
Departed Constantinople 20 December 1905 for Odessa.	<i>Lloyd's List</i> 22/12/1905
Arrived Bourgas 16 January 1906 and left same day for Constantinople.	<i>Lloyd's List</i> 18/01/1906
St. Catherine's Point passed eastwards Odessa for Hamburg.	<i>Lloyd's List</i> 6/02/1906
Arrived Andretta 4 April 1906 and left for Mersina 5 April.	<i>Lloyd's List</i> 9/04/1906
Departed Hamburg 19 May 1906 for Antwerp. Master: Buss.	<i>Lloyd's List</i> 22/05/1906
Departed Antwerp 27 May 1906 for Algiers. Master: Buss.	<i>Lloyd's List</i> 28/05/1906
Arrived Malta 11 June 1906.	<i>Lloyd's List</i> 11/06/1906
Departed Malta 11 June 1906 for Piraeus.	<i>Lloyd's List</i> 13/06/1906
Arrived Salonica 16 June 1906 and left for Dedeagatch 18 June.	<i>Lloyd's List</i> 20/06/1906
Arrived Dedeagatch 19 June 1906 and left same day for Rodosto.	<i>Lloyd's List</i> 21/06/1906
Departed Rodosto 24 June 1906 for Constantinople.	<i>Lloyd's List</i> 25/06/1906
Arrived Samsoun 12 July 1906 and left for Constantinople.	<i>Lloyd's List</i> 17/07/1906
Arrived Malta 19 July 1906.	<i>Lloyd's List</i> 19/07/1906
Arrived Hamburg 2 August 1906 from Batoum.	<i>Lloyd's List</i> 4/08/1906
Departed Hamburg 10 August 1906 for Alexandria. Master: Buss.	<i>Lloyd's List</i> 13/08/1906
Arrived Antwerp 12 August 1906 from Hamburg. Master: Buss.	<i>Lloyd's List</i> 14/08/1906
Departed Antwerp 18 August 1906 for Alexandria. Master: Buss.	<i>Lloyd's List</i> 20/08/1906
Arrived Alexandria 4 September 1906.	<i>Lloyd's List</i> 7/09/1906
Arrived Patras 27 September 1906.	<i>Lloyd's List</i> 1/10/1906
Departed Malta 3 October 1906 for Rotterdam.	<i>Lloyd's List</i> 5/10/1906
Arrived Hamburg 19 October 1906 from Alexandria. Master: Buss.	<i>Lloyd's List</i> 22/10/1906
Departed Bordeaux 6 November 1906 for Lisbon.	<i>Lloyd's List</i> 8/11/1906
Departed Lisbon 12 November 1906.	<i>Lloyd's List</i> 14/11/1906

<b>Indicative Voyage History – As SS Rhodos</b>	<b>Newspaper</b>
Arrived Constantinople 26 November 1906.	<i>Lloyd's List</i> 28/11/1906
Arrived Novorossisk 9 December 1906.	<i>Lloyd's List</i> 12/12/1906
Arrived Malta 2 January 1907	<i>Lloyd's List</i> 2/01/1907
Departed Alexandria 25 February 1907 for Malta.	<i>Lloyd's List</i> 28/02/1907
Arrived Cuxhaven 23 March 1907 from Alexandria. Master: Buss	<i>Lloyd's List</i> 25/03/1907
Arrived Malta 29 April 1907.	<i>Lloyd's List</i> 30/04/1907
Arrived Alexandria 6 May 1907.	<i>Lloyd's List</i> 9/05/1907
Departed Alexandria 16 May 1907 for Malta.	<i>Lloyd's List</i> 18/05/1907
Arrived Malta 20 May 1907.	<i>Lloyd's List</i> 21/05/1907
Departed Malta 22 May 1907 for Rotterdam.	<i>Lloyd's List</i> 24/05/1907
Arrived Nieuwe Waterweg 4 June 1907 from Alexandria.	<i>Lloyd's List</i> 6/06/1907
Arrived Hamburg 9 June 1907 from Alexandria. Master: Buss.	<i>Lloyd's List</i> 12/06/1907
Departed Bordeaux 21 June 1907 for Malta.	<i>Lloyd's List</i> 26/06/1907
Arrived Malta 1 July 1907.	<i>Lloyd's List</i> 2/07/1907
Departed Malta 2 July 1907 for Jaffa.	<i>Lloyd's List</i> 5/07/1907
Arrived Jaffa 8 July 1907 and departed 9 July for Haifa.	<i>Lloyd's List</i> 13/07/1907
Arrived Malta 28 July 1907.	<i>Lloyd's List</i> 29/07/1907
Arrived Hamburg 11 August 1907 from Malta. Master: Buss.	<i>Lloyd's List</i> 14/08/1907
Arrived Tripoli 2 September 1907 from Alexandria. (Note – Tripoli in Libya or Lebanon not stated, assumed to be Lebanon by inspection of voyage route).	<i>Lloyd's List</i> 5/09/1907
Departed Alexandria 12 September 1907 for St. Georges.	<i>Lloyd's List</i> 16/09/1907
Arrived St. Georges 15 September 1907.	<i>Lloyd's List</i> 18/09/1907
Arrived Syra 20 September 1907	<i>Lloyd's List</i> 23/09/1907
Departed Syra 22 September 1907 for Limni.	<i>Lloyd's List</i> 25/09/1907
Departed Limni 26 September 1907 for Malta.	<i>Lloyd's List</i> 30/09/1907
Arrived Malta 2 October 1907.	<i>Lloyd's List</i> 3/10/1907
Arrived Nieuwe Waterweg 16 October 1907 from Mediterranean.	<i>Lloyd's List</i> 18/10/1907
Departed Nieuwe Waterweg 18 October 1907 for Hamburg.	<i>Lloyd's List</i> 19/11/1907
Arrived Cuxhaven 19 October 1907 from Limni. Master: Buss.	<i>Lloyd's List</i> 21/10/1907
Arrived Piraeus 20 November 1907.	<i>Lloyd's List</i> 23/11/1907
Arrived Salonica 26 November 1907.	<i>Lloyd's List</i> 28/11/1907
Departed Salonica 4 December 1907 for Volo.	<i>Lloyd's List</i> 7/12/1907
Arrived Limni 6 December 1907.	<i>Lloyd's List</i> 10/12/1907
Departed Limni 11 December 1907 for Lefkandi.	<i>Lloyd's List</i> 14/12/1907
Arrived Malta 20 December 1907.	<i>Lloyd's List</i> 21/12/1907
Departed Malta 20 December 1907 for Rotterdam.	<i>Lloyd's List</i> 24/12/1907
Departed Nieuwe Waterweg 7 January 1908 for Hamburg.	<i>Lloyd's List</i> 9/01/1908
Arrived Cuxhaven 9 January 1908 from Piraeus. Master: Buss.	<i>Lloyd's List</i> 13/01/1908
Departed Hamburg 18 January 1908 for Newcastle.	<i>Lloyd's List</i> 20/01/1908
Departed Shields 24 January 1908 for Malta.	<i>Lloyd's List</i> 25/01/1908
Arrived Lisbon 2 February 1908 and left for Sines.	<i>Lloyd's List</i> 5/02/1908
Arrived Algiers 7 February 1908 and left for Malta.	<i>Lloyd's List</i> 10/02/1908
Arrived Malta 10 February 1908.	<i>Lloyd's List</i> 11/02/1908
Departed Malta 12 February 1908 for Piraeus.	<i>Lloyd's List</i> 14/02/1908
Arrived Piraeus 15 February 1908 and left for Constantinople.	<i>Lloyd's List</i> 19/02/1908
Arrived Constantinople 18 February 1908 and left for Odessa.	<i>Lloyd's List</i> 20/02/1908
Arrived Odessa 20 February 1908.	<i>Lloyd's List</i> 24/02/1908
Departed Odessa 25 February 1908 for Novorossisk.	<i>Lloyd's List</i> 28/02/1908
Arrived Batoum 4 March 1908.	<i>Lloyd's List</i> 6/03/1908
Departed Kerasund 11 March 1908 for Samsoun.	<i>Lloyd's List</i> 17/03/1908
Arrived Malta 21 March 1908.	<i>Lloyd's List</i> 21/03/1908
Arrived Nieuwe Waterweg 4 April 1908 from Batoum.	<i>Lloyd's List</i> 6/04/1908
Departed Nieuwe Waterweg 6 April 1908 for Hamburg.	<i>Lloyd's List</i> 8/04/1908
Departed Larnaca 15 July 1908 for Mersyna.	<i>Lloyd's List</i> 17/07/1908
Arrived Alexandria 10 August 1908 from Benghazi. Master: Coumbis.	<i>Lloyd's List</i> 20/08/1908
Arrived Algiers 13 August 1908 and left for Antwerp.	<i>Lloyd's List</i> 17/08/1908
Arrived Shields 7 September 1908 from Hamburg.	<i>Lloyd's List</i> 9/09/1908
Departed Shields 10 September 1908 for Malta.	<i>Lloyd's List</i> 11/09/1908
Departed Bordeaux 17 September 1908 for Malta.	<i>Lloyd's List</i> 21/09/1908

<b>Indicative Voyage History – As SS Rhodos</b>	<b>Newspaper</b>
Arrived Malta 24 September 1908.	<i>Lloyd's List</i> 28/09/1908
Departed Malta 28 September 1908 for Piraeus. Master: Voss.	<i>Lloyd's List</i> 7/10/1908
Departed Novorossisk 23 October 1908 for Batoum.	<i>Lloyd's List</i> 26/10/1908
Departed Batoum 29 October 1908 for Trezibond.	<i>Lloyd's List</i> 2/11/1908
Departed Trebizond 3 November 1908 for Kerasund	<i>Lloyd's List</i> 6/11/1908
Departed Kerasund 4 November 1908 for Samsoun.	<i>Lloyd's List</i> 7/11/1908
Departed Alexandria 22 November 1908 for Tripoli. (Note – Tripoli in Libya or Lebanon not stated, assumed to be Lebanon by inspection of voyage route).	<i>Lloyd's List</i> 3/12/1908
Departed Algiers 24 November 1908 for Hamburg.	<i>Lloyd's List</i> 26/11/1908
Departed Malta 6 January 1909 for Tripoli. (Note – Tripoli in Libya or Lebanon not stated, assumed to be Lebanon by inspection of voyage route).	<i>Lloyd's List</i> 8/01/1909
Arrived Hamburg 14 February 1909 from Alexandria.	<i>Lloyd's List</i> 17/02/1909
Departed Malta 13 March 1909 for Piraeus.	<i>Lloyd's List</i> 16/03/1909
Arrived Smyrna 17 March 1909 and left on 18 March for Constantinople.	<i>Lloyd's List</i> 20/03/1909
Departed Bourgas 22 March 1909 for Varna.	<i>Lloyd's List</i> 24/03/1909
Arrived Varna 23 March 1909.	<i>Lloyd's List</i> 27/03/1909
Departed Varna 25 March 1909 for Samsoun.	<i>Lloyd's List</i> 30/03/1909
Arrived Trezibond 29 March 1909 and left for Batoum.	<i>Lloyd's List</i> 1/04/1909
Departed Trebizond 5 April 1909 for Kerasund.	<i>Lloyd's List</i> 12/04/1909
Departed Constantinople 12 April 1909 for Rodosto.	<i>Lloyd's List</i> 15/04/1909
Departed Piraeus 16 April 1909 for Algiers.	<i>Lloyd's List</i> 19/04/1909
Departed Cuxhaven 8 May 1909 for Novorossisk.	<i>Lloyd's List</i> 11/05/1909
Departed Shields 12 May 1909 for Bordeaux.	<i>Lloyd's List</i> 13/05/1909
Arrived Bordeaux 17 May 1909 from Newcastle.	<i>Lloyd's List</i> 20/05/1909
Departed Pointe de Grave 22 May 1909 for Odessa.	<i>Lloyd's List</i> 25/05/1909
Arrived Lisbon 24 May 1909 and left for Malta.	<i>Lloyd's List</i> 26/05/1909
Arrived Piraeus 6 June 1909.	<i>Lloyd's List</i> 9/06/1909
Departed Odessa 15 June 1909 for Nicolaieff.	<i>Lloyd's List</i> 18/06/1909
Departed Batoum 27 June 1909 for Trezibond.	<i>Lloyd's List</i> 30/06/1909
Arrived Malta 9 July 1909.	<i>Lloyd's List</i> 9/07/1909
Dungeness passed eastwards 23 July 1909 Batoum for Rotterdam.	<i>Lloyd's List</i> 24/07/1909
Arrived Rotterdam 24 July 1909 from Batoum.	<i>Lloyd's List</i> 26/07/1909
Departed Nieuwe Waterweg 24 July 1909 for Hamburg.	<i>Lloyd's List</i> 27/07/1909
Passed Algiers 27 August 1909 for Constantinople.	<i>Lloyd's List</i> 27/08/1909
Departed Constantinople 8 September 1909. Master: Smid.	<i>Lloyd's List</i> 10/09/1909
Departed Volo 13 September 1909 for Limni.	<i>Lloyd's List</i> 15/09/1909
Departed Piraeus 20 September 1909 for Algiers.	<i>Lloyd's List</i> 23/09/1909
Arrived Algiers 27 September 1909 and left for Rotterdam.	<i>Lloyd's List</i> 29/09/1909
Departed Nieuwe Waterweg 9 October 1909 for Hamburg.	<i>Lloyd's List</i> 11/10/1909
Departed Hamburg 22 October 1909 for Levant.	<i>Lloyd's List</i> 25/10/1909
Arrived Shields 25 October 1909 from Hamburg.	<i>Lloyd's List</i> 26/10/1909
Arrived Algiers 8 November 1909 and left for Malta.	<i>Lloyd's List</i> 10/11/1909
Arrived Odessa 29 November 1909.	<i>Lloyd's List</i> 1/12/1909
Cleared Odessa 4 December 1909 for Constantinople.	<i>Lloyd's List</i> 8/12/1909
Departed Cuxhaven 31 December 1909.	<i>Lloyd's List</i> 4/01/1910
Dover passed westwards 3 January 1910.	<i>Lloyd's List</i> 4/01/1910
Departed Calamata 18 January 1910 for Piraeus.	<i>Lloyd's List</i> 21/01/1910
Departed Limni 4 February 1910 for Piraeus.	<i>Lloyd's List</i> 7/02/1910
Departed Piraeus 5 February 1910 for Hamburg.	<i>Lloyd's List</i> 12/02/1910
Arrived Catacolo 10 February 1910.	<i>Lloyd's List</i> 14/02/1910
Arrived Nieuwe Waterweg 4 March 1910 from Patras.	<i>Lloyd's List</i> 7/03/1910
Departed Nieuwe Waterweg 8 March 1910 for Hamburg.	<i>Lloyd's List</i> 9/03/1910
Arrived Cuxhaven 9 March 1910 from Constantinople.	<i>Lloyd's List</i> 11/03/1910
Arrived Constantinople 7 April 1910.	<i>Lloyd's List</i> 11/04/1910
Arrived Galatz 12 April 1910 from Hamburg.	<i>Lloyd's List</i> 18/04/1910
Arrived Varna 21 April 1910 and at Bourgas 22 April whence it left for Constantinople.	<i>Lloyd's List</i> 25/04/1910
Departed Stratonii 26 April 1910 for Malta.	<i>Lloyd's List</i> 29/04/1910
Arrived Constantinople 23 April 1910 from Ibrail and cleared for Hamburg.	<i>Lloyd's List</i> 30/04/1910
Arrived Malta 30 April 1910.	<i>Lloyd's List</i> 2/05/1910

<b>Indicative Voyage History – As SS Rhodos</b>	<b>Newspaper</b>
Departed Malta 30 April 1910 for Hamburg.	<i>Lloyd's List</i> 5/05/1910
Arrived Hamburg 20 May 1910 from Ibrail.	<i>Lloyd's List</i> 23/05/1910
Departed Cuxhaven 3 June 1910 for Piraeus.	<i>Lloyd's List</i> 6/06/1910
Arrived Smyrna 19 June 1910 and departed 20 June for Constantinople.	<i>Lloyd's List</i> 22/06/1910
Departed Varna 27 June 1910 for Odessa.	<i>Lloyd's List</i> 1/07/1910
Arrived Odessa 29 June 1910 from Hamburg.	<i>Lloyd's List</i> 5/07/1910
Departed Varna 27 June 1910 for Bourgas.	<i>Lloyd's List</i> 7/07/1910
Arrived Bourgas 8 July 1910 and left for Constantinople.	<i>Lloyd's List</i> 11/07/1910
Passed Constantinople 9 July 1910 for Algiers.	<i>Lloyd's List</i> 13/07/1910
Arrived Hamburg 28 July 1910 from Odessa.	<i>Lloyd's List</i> 30/07/1910
Arrived Shields 4 August 1910 from Hamburg.	<i>Lloyd's List</i> 5/08/1910
Cleared from Newcastle 5 August 1910 for Malta.	<i>Lloyd's List</i> 6/08/1910
Departed Bordeaux 13 August 1910 for Levant.	<i>Lloyd's List</i> 16/08/1910
Arrived Malta 24 August 1910.	<i>Lloyd's List</i> 25/08/1910
Departed Malta 25 August 1910 for Piraeus.	<i>Lloyd's List</i> 31/08/1910
Departed Piraeus 30 August 1910 for Constantinople.	<i>Lloyd's List</i> 5/09/1910
Departed Odessa 7 September 1910 for Novorossisk.	<i>Lloyd's List</i> 12/09/1910
Arrived Novorossisk 9 September 1910.	<i>Lloyd's List</i> 13/09/1910
Departed Novorossisk 14 September 1910 for Taganrog.	<i>Lloyd's List</i> 17/09/1910
Arrived Hamburg 14 October 1910 from Taganrog.	<i>Lloyd's List</i> 17/10/1910
Departed Hamburg 22 October 1910 for Batoum.	<i>Lloyd's List</i> 24/10/1910
Arrived Algiers 2 November 1910 and left for Piraeus.	<i>Lloyd's List</i> 5/11/1910
Departed Smyrna 10 November 1910 for Constantinople.	<i>Lloyd's List</i> 14/11/1910
Arrived Constantinople 12 November 1910 from Hamburg and left for Batoum.	<i>Lloyd's List</i> 18/11/1910
Departed Constantinople 16 November 1910 for Zounhoudak.	<i>Lloyd's List</i> 19/11/1910
Departed Samsoun 7 December 1910 for Constantinople.	<i>Lloyd's List</i> 9/12/1910
Arrived Malta 19 December 1910.	<i>Lloyd's List</i> 19/12/1910
Departed Malta 19 December 1909 for Rotterdam.	<i>Lloyd's List</i> 22/12/1910
Further voyages were not found for SS <i>Rhodos</i> and no voyages for SS <i>Belém</i> were found.	
<b>Voyage as SS Rhodos when seized in neutral Port – First World War</b>	<b>Source</b>
Arrived Lisbon 3 August 1914 en route Alexandria to Hamburg.	<a href="https://www.fold3.com/image/60782582">https://www.fold3.com/image/60782582</a>

<b>Contemporary BNA Spelling</b>	<b>Modern Spelling if different</b>	<b>Country</b>	<b>Contemporary BNA Spelling</b>	<b>Modern Spelling if different</b>	<b>Country</b>
<b>Black Sea ports, north of Constantinople, are indicated by an asterisk</b>					
Alexandria		Egypt	Marseilles		France
Algiers		Algeria	Meesyna	Messina	Sicily
Antwerp		Belgium	Mersyna	Mersin	Turkey
*Azof	Azov	Russia	Nauplia	Nafplio (In Greek)	Greece
*Baltchik	Balchik	Bulgaria, ~ 30km from Port of Varna	Nieuwe Waterweg	"New Waterway"	Holland (Access to Rotterdam)
*Batoum	Batumi	Russia pre-WW1, now Georgia	Newcastle		England
Benghazi		Libya	*Nicolaieff	Mykolaiv on Bug	Ukraine
Beyrout	Beirut	Governate of Syria, Lebanon from 1943	Nordenhamn		Germany
Bordeaux		France	*Novorossisk	Novorossiysk	Russia
*Bourgas	Burgas	Bulgaria	*Odessa		Ukraine
Cadiz		Spain	Oran		Algeria
Calamata	Kalamata	Greece	Panderma	Bandirma	Turkey
Castro	Castro Marina	Italy	Patras		Greece
Catacolo	Katacolo	Greece	Piraeus		Greece
Cephalonia		Greece	Point de Grave		France
Clazomene	Klazomenai	Turkey	Rodosto	Tekirdağ	Turkey
Constantinople	Istanbul	Turkey	Rotterdam		Holland
Cuxhaven		Germany	Salonica	Thessaloniki	Greece

Contemporary BNA Spelling	Modern Spelling if different	Country	Contemporary BNA Spelling	Modern Spelling if different	Country
<b>Black Sea ports, north of Constantinople, are indicated by an asterisk</b>					
Dedeagatch	Alexandroupoli	Greece	*Samsoun	Samsun	Turkey
*Galatz	Galați	Romania	*Sebastapol	Sevastopol	Crimean Peninsula Ukraine, annexed by Russia 2014
Haifa		Ottoman Empire, now Israel	Sines		Portugal
Hamburg		Germany	St. Georges		Near Kastellorizo, Greece
*Ibrail	Brăila	Romania	Stratoni		Greece
Jaffa		Ottoman Empire, now Israel	*Sulina		Romania
Kavak	Kavakli	Turkey	Swansea		Wales
*Kerasund	Giresun	Turkey	Symrna	Izmir	Ottoman Empire, Greece, now Turkey
*Kertch	Kerch	Ukraine, Kerch peninsula, annexed by Russia 2014.	Syra	Syros	Greece
*Kustendje	Constanța	Romania	*Taganrog		Russia
Larnaca		Cyprus	Torre Annunziata		Italy
Laurvig	Larvik	Norway	*Trebizond	Trabzon	Turkey
Lefkandi		Greece	Tripoli		Lebanon (Assumed)
Limni		Greece	*Varna		Bulgaria
Lisbon		Portugal	Volo	Volos	Greece
Malta	No record of which port.	Malta	*Zoungouldak	Zonguldak	Turkey
*Marianople	Mariupol	Ukraine			