

THE HISTORY OF ELDER DEMPSTER

A list of the companies relevant to the history of Elder Dempster is at Appendix 1. It provides an acronym for each company, which will be used throughout the following text, as well as the dates during which each company was in existence.

The Elder Dempster story began in 1852 with the sailing of *Forerunner*. She was the first ship to be owned by the African Steam Ship Company (ASSC), which was granted a royal charter in 1852 to establish and maintain “a postal and other communication, by means of steam navigation, between Great Britain and Ireland and the West Coast of Africa, and elsewhere”. The Managing Director of the ASSC, Macgregor Laird, was pre-eminent amongst the early pioneers of the West African trade. Born in 1809, Macgregor Laird was the son of a Birkenhead shipyard owner, and in 1832, two years after the discovery of the mouth of the river Niger, Macgregor Laird organised and took part in an expedition to navigate up that river from its mouth. Although the expedition was a commercial failure, due almost entirely to the effects of malaria and dysentery, it provided Macgregor Laird with invaluable experience of the geography of the West African coast.

After a period of ill health, as a result of the expedition, Macgregor Laird spent time working in a North Atlantic shipping business before returning to the family firm of William Laird (the forerunner of Cammell Laird) to help develop its shipbuilding business. With his continuing interest in and understanding of the potential for West Africa trade together with his growing knowledge of the shipping industry, it was not surprising that Macgregor Laird decided to form the ASSC. Nevertheless, as was so often the case in the pioneering days of shipping line development, Macgregor Laird fully appreciated the importance of acquiring a degree of financial security in the form of a government contract for the carriage of mail, and it was only after obtaining a ten year mail contract from the government that he issued a prospectus. Macgregor Laird’s personal experience of the West African coastal environment, together with knowledge gained from operating steamships across the North Atlantic, left him in no doubt that steam offered a better commercial prospect than sail for a UK shipping company trading to West Africa, and he stated this in his prospectus. This argument coupled with his successful bid for a mail contract ensured that he received the necessary financial backing to form the ASSC – which would have its headquarters, and UK terminal port, in London.

Perhaps, not surprisingly, Macgregor Laird had already placed an order for the ASSC's first five ships – *Forerunner*, *Faith*, *Hope*, *Charity* and *Northern Light* – with his brother, John, who was now running the family shipbuilding business in Birkenhead. Details of *Forerunner*, *Faith*, *Hope*, *Charity* and *Northern Light*, and of all the other ships relevant to this history of Elder Dempster, are in Appendix 2. Macgregor Laird also appointed his brothers, William and Hamilton to be the company's Liverpool agents.

Even though she lost her fore and main masts and her funnel during severe gales in the Bay of Biscay, *Forerunner* successfully completed her first return voyage to West Africa – arriving back in Plymouth on 21st November 1852.

An extract from the log of the first voyage by *Faith* to and from West Africa, in 1853, shows that, on leaving London, she called at: Plymouth, Madeira, Teneriffe, Goree (Dakar), Bathurst (Banjul), Sierra Leone, Monrovia, Cape Coast Castle, Accra, Whydah (Ouidah), Badagry, Lagos, Fernando Po (Bioko), Cameroons River, Calabar River and Bonny River. Her manifest shows that her homeward cargo comprised: palm oil, gold dust, gum, ginger, camwood (African sandalwood), pepper, arrowroot, ivory, palm nuts and bees wax.

Despite the adverse economic effects of the Crimean War, the ASSC was still operating successfully, when, in 1855, Macgregor Laird resigned as Managing Director. Although he remained a member of the ASSC board, Macgregor Laird focused his attention on developing trade between the West African coast and its interior – using the river Niger as a commercial artery – and, in so doing, he formed the Central African Company. Macgregor Laird died in 1861 whilst still trying to overcome local resistance from tribal chiefs to his attempts to open up the Niger to commercial trade.

The ASSC, meanwhile, was struggling to make ends meet because trading conditions were so unfavourable, and, in 1856, as a result of a recommendation from its Liverpool agents, William and Hamilton Laird, the directors of the ASSC, in London, decided to introduce direct sailings to West Africa from the river Mersey and to pass control of the company to its agents in Liverpool; not surprisingly, William and Hamilton Laird's workload increased significantly. It is worth noting here that William and Hamilton Laird had been in business together as coal merchants for many years prior to the formation of the ASSC, and that, in 1851, they employed John Dempster to be a clerk in their Liverpool offices. Then, in 1856, with the newly acquired responsibility for the day-to-day control of the ASSC, they recruited Alexander Elder to become superintendent engineer for the ASSC. The die was now cast for a growing friendship between Elder and Dempster that would have a far-reaching effect on the West African carrying trade.

Two more important names would subsequently be added to the list of William and Hamilton Laird's employees: John Holt, who was to become an important African merchant, joined for a five-year apprenticeship in 1857, and Alfred Lewis Jones joined as a junior clerk in 1860.

Hamilton Laird died in 1860, and his brother William retired in 1863, at which point the day-to-day control of the ASSC passed back to London. In the same year, the new principals, of what had been the Laird's firm, transformed it into Messrs Fletcher Parr and Company, and they opened a branch office in London.

Over the next few years, trade with West Africa increased steadily, but, despite pleas from its Liverpool agents to expand the fleet to meet increasing demand, the directors of the ASSC acted in a very cautious and conservative way. This lack of resolve to expand to meet demand undoubtedly provided an opportunity for other, perhaps more ambitious, businessmen to evaluate the potential for forming a rival to the ASSC.

In 1866, Alexander Elder left Fletcher and Parr and joined the Liverpool Board of Trade as an engineer and shipwright surveyor.

Two years later, in 1868, the British and African Steam Navigation Company (BASNC), supported in the main by businessmen centred on Glasgow and Merseyside, was registered in Edinburgh. As the BASNC intended to run its ships from Glasgow, via Liverpool, to the West Coast of Africa, there was no doubt that it would be in direct competition with the ASSC, whose Liverpool agents, it must be remembered, were Fletcher and Parr. In search of an experienced and reliable Liverpool agent, the BASNC invited John Dempster to leave Fletcher and Parr in order that he may become their agent; he accepted and asked a more than willing Alexander Elder to join him as a partner. The new firm of Elder Dempster and Company (EDC) started trading on 1st October 1868. Both Alexander Elder and John Dempster invested in the BASNC from the outset, and they were to increase their shareholdings significantly over the years.

The BASNC started with three new ships, *Bonny*, *Roquelle*, and *Congo*, and it fell to *Bonny* to inaugurate the company's monthly service between Glasgow, Liverpool and the West African coast in January 1869. The business proved to be a success, and, as can be seen from Appendix 2, the BASNC was quick to expand its fleet.

The adverse effect of competition between the two companies lead the ASSC to seek and obtain an agreement with the BASNC in which freight and passenger rates were agreed and sailing dates fixed. The agreement, which was for three years, came into

effect in January 1870. Although the BASNC had agreed not to compete with the ASSC for the renewal of the mail contract, the Post Office, undoubtedly aware of the competition, was unwilling to agree to the continuation of a flat annual subsidy for the ASSC. Once again, the ASSC approached the BASNC, and, as a result, in March 1873, the Post Office finally agreed an arrangement in which both companies would carry mails and in which both would receive a single annual subsidy for calling at Bathurst (Banjul) together with a uniform rate per unit weight of mail to all designated ports of call. Since, prior to this new arrangement, the BASNC had not received any revenue for carrying mails, its profitability inevitably increased, whereas the ASSC was forced to make changes to improve efficiency by, for example, replacing older less efficient ships with new ones.

Co-operation between the two companies was further developed when, in 1873, their new working agreement called for a vessel from each company to sail every alternate week.

In 1875, the ASSC dispensed with the services of its long time Liverpool agents (Fletcher and Parr) as a result of a dispute over commission, and the ASSC then set up its own office in Liverpool. The reduction in Fletcher and Parr's business resulted in a decision by Alfred Lewis Jones to leave their employ and set up his own business. Since joining the firm in 1860, he had risen steadily in terms of seniority and salary, and he had played a significant role in brokering the agreement between the ASSC and the BASNC. With his planning completed and with sufficient capital available, Alfred Lewis Jones finally left Fletcher and Parr in 1877, and, on 1st January 1878, the firm of Alfred L Jones opened in Liverpool for the business of shipping and insurance broking. The following year, 1879, was an important one for Jones. He began it by buying the sailing ships that he had hitherto chartered for trade to West Africa; however, mindful of the advantages of steam over sail, he seized an opportunity to charter a suitable steam ship and promptly sold his sailing ships. Alexander Elder and John Dempster were quick to appreciate that, in Jones, they now had a potentially significant rival, and so they offered him a junior partnership, which he accepted. Having first dissolved his own company, Alfred Lewis Jones then joined EDC on 1st October 1879.

Whilst becoming "practically acquainted with every detail of the business", Jones remained a junior partner for five years, during which time EDC had become the managers of the BASNC, which had itself been incorporated as a limited company in April 1883 (henceforth referred to as BASNCL). Then, in 1884, Alfred Lewis Jones made Alexander Elder and John Dempster an offer that they could not refuse; they retired, and Jones took control of EDC.

In his new role as senior partner of EDC, Jones's strategy was to ensure that the ASSC and the BASNC remained on friendly and co-operative terms, thereby avoiding rivalry between them and thus, at the same time, making it very difficult for any

competing firms to become established. Mindful of the fact that, as managing agents, EDC effectively controlled the day-to-day operation of the BASNCL, Jones saw no point in purchasing shares in that company on his own account, but he did buy shares in the ASSC whenever the opportunity arose, and, by 1900, he had gained control of that company.

In 1887, EDC started to purchase its own ships, and, by 1890, there were 11 vessels in its fleet.

One year later, in 1891, EDC became the managing agents for the ASSC, and, as a result, Alfred Lewis Jones had achieved the powerful position of being effectively in control of the day-to-day operations of both the ASSC and the BASNCL. With EDC now their managing agents, the directors of the ASSC closed their office in Liverpool on the understanding that the manager of this office, Alexander Sinclair, would be appointed a partner in EDC. Alfred Lewis Jones then decided to transfer the Elder Dempster fleet of 11 vessels to the ASSC.

In order to ensure profitability and growth for the ASSC and the BASNCL, Alfred Lewis Jones had to negotiate successfully with the West African merchants, some of whom had formed into powerful groups. Pre-eminent among these merchant groupings at that time were the Royal Niger Company and the African Association. The merchants of the Royal Niger Company operated in the Niger basin, whilst those of the African Association operated in the Niger Delta – an area otherwise known as the Oil Rivers. These 2 merchant groupings gradually resolved the differences that existed between themselves, other groups and individual merchants, such as Alexander Miller and his brother George, with the result that even bigger groupings, such as the Niger Pool (1899) and the Gold Coast Pool (1905), were formed, thereby enabling the merchants to avoid the crippling effects of cut-throat competition and, instead, to enhance their profitability through co-operation. Not surprisingly, some West African merchants, such as the Miller brothers and John Holt, argued that, by working together in large groups, the merchants could and should operate their own vessels, either through chartering or outright ownership, and thus not be dependent upon companies such as the ASSC and the BASNCL. Most of the time, the merchant groups were content to use the threat of operating their own vessels to ensure that Alfred Jones offered competitive freight rates, but there were times when the threat became a reality; for example, the African Association operated some vessels of its own for a period of time. Nevertheless, by 1892 Jones was in control of some 90% of the West African carrying trade.

Ever perceptive to the possibility that a large enough grouping of suitably motivated West African merchants could choose to become independent carriers and acutely aware of the increasing competition from other shipping lines and tramp companies,

Alfred Lewis Jones resolved to create a conference system to regulate the West African shipping trade, and he sought and obtained the agreement of the Woermann Line of Hamburg to proceed with such a plan.

In 1895, the ASSC, the BASNCL and the Woermann Line issued a joint circular, which stated that a conference system had been introduced for the West African carrying trade; it offered a 10% deferred rebate to any West African merchant who would agree to give exclusive right to the conference lines to carry his merchandise. Although none of the West African merchants were enthusiastic about signing up to this scheme, they all did so because there was no real alternative. However, once they were hooked into it, the deferred rebate acted as a powerful incentive for them to stay; it was paid to merchants at six-monthly intervals, but only if they agreed to sign up for a further six months. It is important to note here that, in order to fund the rebate, the conference lines actually increased freight rates by 10%; this increase, otherwise known as *primage*, thus provided the conference lines with a rolling six-monthly loan of interest-free capital. It is therefore easy to see why merchants were reluctant to leave the scheme and forfeit the rebate of what was really their money in the first place.

The agreement struck between Alfred Jones and the Hamburg-based Woermann Line was that the ASSC and the BASNCL would be allowed to load and unload at all continental ports but that the Woermann Line would not be permitted to call at British ports. It was also agreed that, whilst the routing for freight from the USA to West Africa would be via New York and Liverpool, the rate for that freight would be equal to the normal rate from Liverpool to West Africa.

The introduction of the West African Shipping Conference based on these rules had the following effects: the conference lines, in combination, enjoyed a significant degree of advantage over any potential rival shipping concern; the conference lines were able to offer frequent, rapid, regular and reliable services at rates that were not the subject of wild fluctuation; merchants were discouraged from operating their own vessels; American goods could be sold in West Africa at rates that were competitive with comparable British goods; and merchant firms, irrespective of their size, were placed on an equal footing with regard to the terms and conditions for carrying freight. Interestingly, despite their unique status, the Crown Agents were treated in exactly the same way as any other merchant firm, and yet they supported the conference in principle. A view that was not shared by the larger and more powerful merchant firms, who were often, at best, reluctant participants in the scheme.

Within two years of the introduction of the conference, Alfred Lewis Jones was secure in the knowledge that the conference lines dominated the West African carrying trade. He was now in a position to expand and widen his business interests.

The nature of the West African coastline was such that, in many places, ocean going vessels had to anchor offshore and discharge cargo and passengers into native owned and manned small craft, which then negotiated the surf, en-route to the shore, with varying degrees of success. As trade developed, merchants often found it more economic to dispense with the natives' services and to own and operate their own small boats. Alfred Lewis Jones believed that it would improve both his profitability and his control of the West African trade if he alone provided these coastal facilities, and, with the energy, efficiency and determination that had become his hallmark, he set about achieving this goal by both fair, and not so fair, means. Jones also introduced small vessel services to transport cargo and passengers from inland, riverside bases to and between coastal ports. Within a few years, Jones had established an integrated transport and storage infrastructure in West Africa, which resulted in a far more efficient and effective use of his ocean-going fleet of ships; they only needed to call at major ports, where they could uplift and discharge goods more rapidly.

Jones's apparently inexhaustible desire to either influence or to control West African trade can be found in other areas such as: the provision of banking and credit facilities, cotton growing, mineral extraction, and the provision of coaling stations. Not surprisingly, Jones also widened his business interests in areas other than West Africa. For example, with the formation of Elder and Fyffes Limited, he entered, and helped to revitalise, the Jamaican banana trade.

In 1899, Alfred Lewis Jones formed Elder Dempster Shipping Limited (EDSL), and its ships were used predominantly on North Atlantic routes.

Alfred Lewis Jones died on 13th December 1909. He had played a truly remarkable role in the development of British West African trade and thus the economic development of British West Africa. A man of great talent and enormous energy, Jones had an unrivalled knowledge of the West African trade and those involved in it, and he was undoubtedly one of the pioneering giants of the period in which he lived. An indication of the scale of his achievement can be found in the fact that the Elder Dempster fleet more than doubled in size during the period between 1885, when Jones orchestrated the introduction of the West African Shipping Conference, and 1909, the year of his death.

Having been successful in their bid for the commercial part of Alfred Lewis Jones's estate, Sir Owen Philipps and Lord Pirrie, Chairman of Harland and Wolff Limited, formed Elder Dempster and Company Limited (EDCL) on 13th March 1910. EDCL was then used to buy all of Jones's commercial assets.

In the same year as the formation of EDCL, the Liverpool-based, West African merchants, John Holt and Company, took delivery of 2 new ships. Up until then, this company had owned a single vessel that was mainly used in the West African coastal trade, but the new ships were used to carry company merchandise to and from West Africa. However, the remainder of their merchandise was still carried by the conference lines at conference rates.

At the outbreak of the First World War, the 3 German lines in the West African shipping conference – the Woermann Line, the Hamburg-America Line and the Hamburg-Bremen-Africa Line – had a total of 29 ships. As these were sunk, captured or forced to take refuge in neutral harbours, the conference could not function effectively, and so it was brought to an end – leaving merchants free to charter with any available carrier.

Elder Dempster suffered the loss of a total of 42 ships during the period covering the First World War (4th August 1914 to 11th November 1918), and 30 of these ships were lost as a direct result of enemy action. “The Elder Dempster Fleet in the War 1914-1918” was published privately by EDCL in 1921 to “pay homage and tribute to the men of a great steamship line – Messrs. Elder Dempster and Company Limited – which, along with other British steamship lines, did its share in helping our far flung Empire through one of the darkest periods that ever marked the history of a nation”.

At the end of the First World War, Elder Dempster remained under the control of Sir Owen Philipps and Lord Pirrie, and in the immediate, and short, post-war boom, Sir Owen Philips committed Elder Dempster to a fleet replacement programme at prices, which the war-loss compensation proved unable to cover. The post-war slump then hit Elder Dempster hard. Strong competition from the Dutch and German Lines, a world surplus of shipping and the possibility that West African merchants might provide their own shipping facilities, left Elder Dempster with no option but to accept a dramatic drop in freight rates. Not surprisingly, the Elder Dempster management turned their attention towards the reintroduction of the conference system.

Sir Owen Philipps was made Lord Kylsant in 1923.

In 1924, Elder Dempster, the Holland West Africa Line and the Woermann Line of Hamburg joined together to form the West African Lines Conference. Despite the fact that the conference was successful in limiting outside competition, factors, including low freight rates and high fleet replacement costs, meant that Elder Dempster continued to find it extremely difficult to make a profit. Nevertheless, Elder Dempster overcame the financial difficulties that it had experienced in the early and mid 1920s to be in a position, at the beginning of 1929, to service an anticipated revival in West African trade.

Two African boys from Freetown joined the ASSC's ship *Bata* as cadets in 1926 to serve full apprenticeships with Elder Dempster. They were thought to be the first African boys to ever become cadets on a British ship.

In 1928, the ASSC's ship *New Columbia* pioneered the bulk palm oil trade from West Africa to the USA. Two fuel oil tanks were filled with palm oil as an experiment.

As the 1920s drew to a close and the 1930s began, Elder Dempster suffered 3 major setbacks. Firstly, the world depression, which began in 1929 and deepened in the early 1930s, had a severe impact on West African trade. Secondly, the United Africa Company (UAC), which was formed in 1929, failed to agree freight terms with the West African Lines Conference, and it elected, towards the end of 1929, to make its own shipping arrangements. It is worth noting here that, at that time, the UAC was by far the largest West African trading firm and that it accounted for approximately 40% of West African trade. Finally, Lord Kylsant's Royal Mail Group, of which EDCL had been a member since 1910, collapsed in 1931.

With the collapse of the Royal Mail Group, the voting trustees decided to create a number of new, independent companies to acquire the assets of the old. Shares in these new companies were then distributed to creditors in order of preference. This scheme was sanctioned by the High Court in June 1932, and, as a result, the West African Lines Company was formed, which, to all intents and purposes, comprised the West African interests of Elder Dempster and its associates. The West African Lines Company ceased to be in August 1932, and Elder Dempster Lines Limited (EDLL) was inaugurated, and it took possession of most of the ships, which had formerly operated on the West African routes, as well as certain other essential assets of EDCL.

Richard Durning Holt, a partner in Alfred Holt and Company, became the first Chairman of EDLL.

Elder Dempster Lines Holdings Limited was formed in June 1936 to provide a financial mechanism for purchasing the ordinary shares of EDLL, which, hitherto, were owned by the former operating lines. It is interesting to note that, in 1936, Alfred Holt's Ocean Steam Ship Company became the largest ordinary shareholder in Elder Dempster Lines Holdings Limited – putting it in a position, if it so wished, to exercise control over the management of EDLL.

Also, in 1936, the Ocean Steam Ship Company signed a seven-year agreement to manage the EDLL fleet.

EDLL was to make a speedy recovery after the disaster that befell the Royal Mail Group, and this can be attributed to a combination of factors, of which the most significant were: the soundness of its reconstruction; the efforts of its Chairman, Sir Richard Holt, and his directors; the strength of the West African Lines Conference; and the improvements in the West African trade after 1934.

During the 1930s, the UAC adopted a policy of purchasing vessels rather than chartering them, and, between 1934 and 1939, its fleet more than doubled to a total of 16 vessels.

With the notable exception of the UAC, the West African merchants were content to deal with the conference lines – rather than face the risks associated with a free-for-all in the carrying trade. As a result, the conference lines made reasonable profits, but all this was to change with the outbreak of the Second World War in September 1939.

A West African Co-ordination Committee replaced the Conference for the duration of the Second World War. It comprised Elder Dempster, John Holt and Company and the UAC, and it acted on behalf of the Ministry of War Transport. Not surprisingly, the Elder Dempster organisation in West Africa found itself at the centre of a greatly changed *modus operandi*, and, of course, it rose to meet and overcome each new challenge. For example, 3 of West Africa's ports, and thus those responsible for running them, were required to shoulder a significantly greater burden during the Second World War. Firstly, Sierra Leone's Freetown became, arguably, the largest convoy assembly point in the world, and the Elder Dempster organisation there acted as agents for some 40 additional shipping lines, which had to use Freetown in order to meet the convoy rules. Secondly, the sinking, by torpedo, of EDLL's *Sangara* in the shallow waters of the Accra Roads meant that Takoradi became the only safe port to use along the Gold Coast. Finally, with the Mediterranean effectively closed, Lagos became a major staging post, and travellers from the UK to the Middle East and India would arrive at Lagos by sea and then continue by air.

Elder Dempster suffered the loss of 26 ships during the period covered by the Second World War (3rd September 1939 to 2nd September 1945), and 23 of these were lost as a direct result of enemy action. Elder Dempster also managed a number of ships for the British Government during the Second World War, and, of these, 6 were lost as a direct result of enemy action. Far more importantly, Elder Dempster lost 478 members of its seagoing staff during the period of this terrible conflict. "The Price of Peace – Elder Dempster 1939-1945" by James E Cowden provides an expertly crafted record of the events surrounding the loss of these ships and of the brave men who crewed them.

On 1st July 1939, Elder Dempster had moved its head office to India Buildings in Liverpool. This building was destroyed by enemy action on 3rd May 1941.

In January 1944, EDLL took over management responsibility for its own fleet from Alfred Holt's Ocean Steam Ship Company, although the Ocean Steam Ship Company continued to be the largest shareholder in Elder Dempster Lines Holdings Limited.

At the end of the Second World War, the EDLL fleet was in a sorry state: its total gross tonnage was less than half of the pre-war total; it had no passenger liners; and the average age of its surviving ships was in excess of 15 years. Vessel maintenance, repair and replacement were therefore subjects of great concern to EDLL's post-war management.

Elder Dempster's head office staff returned to India Buildings in 1946, but that building was not completely restored until 1952.

J H Joyce became chairman of EDLL in 1946, and he was to continue in that position for 17 years. One of Joyce's early successes was to broker a voluntary agreement between the 2 remaining conference lines (EDLL and the Holland West Africa Line) and the merchant firms of John Holt and Company and the UAC on the provision of cargo and passenger services between West Africa and Northern Europe, including the United Kingdom.

Despite a vigorous post-war reconstruction programme, the capacity of the EDLL fleet struggled to keep pace with the growth in West African trade, and the EDLL management were often forced to charter vessels, such as those of the British and Burmese Steam Navigation Company, which was often referred to as the Paddy Henderson Line.

With the delivery of *Accra* in 1947, EDLL re-entered the mail and passenger-liner trade. *Accra* was then joined by *Apapa* in 1948 and *Aureol* in 1951, and, with these 3 fine vessels, EDLL was able to offer a fortnightly passenger service between Liverpool and Lagos, which was to continue until 1967.

In 1949, John Holt and Company formed the John Holt Line so as to create a clear division between its merchant and shipping interests, and the UAC followed a similar route by forming the Palm Line. Both these lines were admitted as full members of the Western African Lines Conference in January 1950, and, as a result, the conference lines controlled the vast majority of the West African carrying trade. It is interesting to note that EDLL retained its position as by far the largest conference line operator.

In 1952, Elder Dempster purchased the British and Burmese Steam Navigation Company.

Elder Dempster entered the world of cadet training ship operation when, in August 1953, *Obuasi* sailed in her new role as a cadet training ship. Initially, she carried a total of 18 apprentices, who were designated as midshipmen by the Company, but the total was later increased to 20. Midshipmen usually sailed for 2 or 3 voyages on *Obuasi*, totalling approximately 9 to 12 months, and the remaining sea-time under articles was spent on other vessels in the Company's fleet. Although *Obuasi* was not equipped with a schoolroom, midshipmen were required to study through a correspondence course, and one of the deck officers was made responsible for their training and welfare.

Having risen successfully to the challenge of post-war fleet reconstruction, the Elder Dempster management squared up to the more daunting challenge posed by the breakdown of colonial rule in West Africa and the emergence of new independent nation states. In 1954, the Elder Dempster Management took the proactive decision to divest EDLL of all shore-based activities and assets in West Africa, and thus to confine its operations to the carriage of people and goods by sea. A new company was formed – West African Properties Limited – to take possession of these shore-based activities and assets. This act was just a continuation of the Elder Dempster tradition of encouraging West Africans to take increasing responsibility in business activities, but its timing undoubtedly helped Elder Dempster to cultivate good relations with the emerging West African States and to ensure that EDLL continued to play a leading role in the West African carrying trade. Two years later, in 1956, Ghana obtained fully autonomy, to be followed by Nigeria in 1960, Sierra Leone in 1961 and the Gambia in 1965.

The Ghanaian Government's newly formed Black Star Line, in which Elder Dempster had no financial stake, began a service to Europe in the summer of 1957, and it was immediately admitted as a member of the West African Lines Conference.

In 1959, the Nigerian National Shipping Line was established, and it too became a member of the West African Lines Conference. From the outset, Elder Dempster and the Palm Line had joint responsibility for managing this new company, in which they had 33% and 16% shareholdings respectively. Two years later, in 1961, Elder Dempster and the Palm Line transferred their shares, and their responsibility for management, back to the Nigerian Government.

Obuasi ceased to be Elder Dempster's cadet training ship in July 1961, at which point she returned to normal manning arrangements. By then, plans were already well advanced for the Company's second cadet training ship – *Fourah Bay* – and she was launched in September the same year. Unlike *Obuasi*, *Fourah Bay* had been designed from the outset to be a cadet

training ship, and she sailed in this role on her maiden voyage in December that year. *Fourah Bay* could carry a total of 20 apprentices, who were designated as midshipmen by the Company. As with *Obuasi*, midshipmen usually sailed for 2 or 3 voyages on *Fourah Bay*, totalling approximately 9 to 12 months, and the remaining sea-time under articles was spent on other vessels in the Company's fleet.

On 15th October 1962, Elder Dempster officially opened *River House* – a purpose-built residential complex in Riversdale Road, Liverpool. *River House* was designed to enable the Company's navigating, engineer, purser and catering cadets to live together whilst undergoing the shore-based elements of their respective training programmes. The Elder Dempster management believed that integration at such an early stage would help their future officers to acquire the qualities of loyalty and comradeship so necessary in a career at sea.

The capability of West African ports to meet the post war growth in trade presented an ever-present problem to the management of all shipping lines involved in the West African carrying trade. There is no doubt that deep water port developments continued apace and that, by the early 1970s, the days of unloading whilst at anchor off a surf-beach were passing into history. Nevertheless, an overall lack of capacity often resulted in expensive delays.

As the Second World War receded into history, so the trading patterns with West Africa changed and became more diverse and thus more complex. By the 1960s, the days when most of the West African carrying trade operated to and from Britain and Europe were long gone; direct links with many other parts of the world had been well established, and this was reflected in the fact that Elder Dempster was involved with several conferences other than the West African Lines Conference, which was itself reorganised into 2 new conferences in 1968.

On 1st January 1965, Alfred Holt's Ocean Steam Ship Company Limited became the sole owner of shares in the Liner Holdings Company Limited – formerly Elder Dempster Lines Holdings Limited, and thus Elder Dempster became, in effect, a wholly owned subsidiary of the Ocean Steam Ship Company Limited (OSSCL). One outcome of this takeover was that *River House* was integrated with Alfred Holt's own training and residential establishment – *Aulis*. The new complex was called *Ocean Fleets Training Establishment*, and it provided staff and students alike with a unique training environment that was entirely focused upon the needs of the OSSCL and its subsidiaries.

Recognising that containers could play an important role in the West African carrying trade, Elder Dempster, the Palm Line and the Nigerian National Shipping Line jointly formed a company called the African Container Express Limited, and operations began in 1965. Palletisation was also introduced and proved successful, leading to reductions of scheduled service voyage times. Interestingly, at this point in time, timber ranked as top of the list of West African export items carried by the shipping lines, whilst other items in order of importance were:

- Oilseeds, nuts and kernels;
- Cocoa;
- Aluminium;
- Unwrought copper and zinc; and
- Bananas and coffee.

However, even then, there was little doubt that petroleum-based products would, within a decade or two, rise to the top of the list, and that the amounts of other bulk cargoes exported from West Africa, such as mineral ores, would rise steadily.

Also in 1965, Elder Dempster purchased the Guinea Gulf Line – formerly the John Holt Line. Coincidentally, in the same year, the Elder Dempster fleet reached its post-war peak of 293,853 gross tons. From that moment on, Elder Dempster's fortunes would be in decline.

A major restructuring exercise occurred in 1967 whereby all of the Ocean Steam Ship Company's fleet operations were divided amongst 4 companies, each of which answered to the main board of the Ocean Steam Ship Company. The 4 fleet operating companies were: the Blue Funnel Line Limited, EDLL, the Glen Line Limited and the Nederlandsche Stoomvaart Maatschappij Oceaan. It is interesting to note that one of the outcomes from this restructuring was that the term midshipman was superseded by the term cadet.

Also in 1967, Elder Dempster's wholly owned subsidiary, Seaway Car Transporters Limited, started a single vessel service for carrying British manufactured cars from Felixstowe to Scandinavian ports. By October 1970, the fleet had grown to 5 vessels. Four of these operated between the East coast of the UK and Scandinavia and the fifth between the Continent and either the UK or Denmark. The Seaway car-carrying operation was extended to the West African trade in 1971.

Changes in the way that apprentices were trained meant that a decreasing proportion of Elder Dempster's cadets were guaranteed to serve on *Fourah Bay*, and so the Company's management decided that she should no longer operate in the role of a cadet training ship, resulting in her return to normal manning arrangements in the summer of 1969. However, *Onitsha* was modified to provide accommodation for 12 cadets taking part in their first or second voyage.

On 16th March 1972, *Aureol* became the last regular liner to sail from the port of Liverpool, and her service was then transferred to Southampton.

The Seaway Scandinavian service ended in 1973.

A glance at Appendix 2 will reveal that, from the mid-1970s onwards, there was a significant reduction in the number of vessels operated by EDLL. These vessels were essentially of the traditional cargo-liner type, and they were no longer suitable for the bulk cargo and container operations that were becoming the norm for the West African deep-sea carrying trade. Three dedicated bulk carriers, *Agamemnon*, *Antenor* and *Achilles*, were introduced in 1972, but all 3 had left the EDLL fleet by the middle of 1978. The last 9 vessels to join the EDLL fleet, beginning with *Sokoto* in 1979, were designed to carry a combination of both bulk cargo and containers, and these have been described as "combo" vessels. With the gift of hindsight, it is easy to see that this was a compromise solution that was not going to succeed against competition in the form of dedicated container ships and bulk carriers.

As a result of the dramatic decline in the Ocean Group's fleet, all the buildings that comprised *Ocean Fleets Training Establishment*, with the exception of the original hostel, were leased to Liverpool City Council in 1981. The Ocean Group's much depleted fleet training facility then moved back into the hostel next door, where it remained until it was disbanded on the 31st December 1986.

By the end of 1988, EDLL was operating just one vessel – *Menelaus*.

In 1989, the Ocean Group's involvement with deep-sea shipping came to an end when it sold Elder Dempster to a French company – SDV. There is no doubt that, initially, membership of the Ocean Group was a positive business benefit to Elder Dempster and that, for example, in the early 1970s, Elder Dempster was financially sound and operationally effective. However,

as with the other 3 shipping companies in the Ocean Group, Elder Dempster eventually failed to remain an attractive business proposition, and of the many reasons for Elder Dempster's demise, the following are suggested as significant:

- Reluctance on behalf of management to embrace change in the form of cargoes, methods of carriage and routes;
- West African nations giving preference to a growing fleet of West African owned and operated vessels;
- Competition from East European shipping lines that were able, by means of national subsidy, to charge unrealistically low freight rates;

Finally, on 8th May 2000, Elder Dempster passed into history when the company was formally wound up. Though the company had ceased trading many years earlier, it had remained a dormant subsidiary to parent company SDV.

Acknowledgements

The author wishes to acknowledge the invaluable help provided by the books listed in the Bibliography at Appendix 3. Whilst several of these are now out of print, it is still possible to obtain good quality second hand copies.

Special thanks are due to James Cowden, who has kindly provided a great deal of relevant material from his unique collection of data on Elder Dempster.

**COMPANIES RELEVANT TO THE HISTORY
OF
ELDER DEMPSTER**

AFRICAN STEAM SHIP COMPANY (ASSC) – 1852-1932

BRITISH AND AFRICAN STEAM NAVIGATION COMPANY (BASNC) – 1868-1883

BRITISH AND AFRICAN STEAM NAVIGATION COMPANY LIMITED (BASNCL) – 1883-1932

ELDER DEMPSTER AND COMPANY (EDC) – 1887-1910

INTERINSULAR MAIL STEAMSHIP COMPANY LIMITED (IMSCL) – 1892-1912

OCEAN TRANSPORT COMPANY LIMITED (OTCL) – 1894-1903

BEAVER LINE (BL) – (1898-1903)

ELDER DEMPSTER SHIPPING LIMITED (EDSL) – 1899-1917

ELDER LINE LIMITED (ELL) – 1900-1936

BRISTOL LIGHTERAGE COMPANY LIMITED (BLCL) – 1901-1903

MERSEY TOWAGE AND LIGHTERAGE COMPANY (MTLC) – 1901-1903

IMPERIAL DIRECT WEST INDIA MAIL SERVICE COMPANY LIMITED (IDWIMSCSCL) – 1901-1911

ELDER DEMPSTER AND COMPANY LIMITED (EDCL) – 1910-1932

IMPERIAL DIRECT LINE LIMITED (IDLL) – 1911-1932

NIGERIAN TRANSPORT COMPANY LIMITED (NTCL) – 1924-1934

WEST AFRICAN LIGHTERAGE AND TRANSPORT COMPANY LIMITED (WALTCL) – 1928-1989

ELDER DEMPSTER LINES LIMITED (EDLL) – 1932-1989

ELDER DEMPSTER LINES HOLDINGS LIMITED (EDLHL) – 1936-1952

ELDER DEMPSTER LINES CANADA LIMITED (EDLCL) – 1945-1962

BRITISH AND BURMESE STEAM NAVIGATION COMPANY LIMITED (BBSNCL) – 1952-1989

GUINEA GULF LINE LIMITED (GGLL) – 1965-1989

OCEAN STEAM SHIP COMPANY LIMITED (OSSCL)

NEDERLANDSCHE STOOMVAART MAATSCHAPPIJ OCEAAN (NSMO)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY (CMSNCL)

SHIPS RELEVANT TO THE HISTORY OF ELDER DEMPSTER

NAME	YEAR BUILT	PERIOD WITH COMPANY	TONS GROSS NET	DIMENSIONS L x B x D LOA FEET	REFRIGERATE D CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
FORERUNNER	1852	ASSC 1852-1854	381 174	161.5 x 22.0 x 11.4		Limited	Steam. HP 50 Wrecked.
FAITH	1852	ASSC 1853-1855	894 564	204.9 x 30.0 x 15.0		Limited	Steam. HP 110 9 knots. Foundered.
HOPE	1853	ASSC 1853-1860	759 585 In 1857: 1011 737	194.5 x 28.7 x 16.5 Remeasured in 1857: 206.8 x 30.1 x 16.5			Steam. HP 110 9.5 knots.
CHARITY	1853	ASSC 1853-1854	1240 1007	243.0 x 30.6 x 22.6			Steam.
NORTHERN LIGHT	1853	ASSC 1853-1853	1275 814	238.8 x 29.2 x 23.8		100	Steam. IHP 700 10 knots. Sold whilst under construction.

CANDACE	1854	ASSC 1854-1858	660 496	206.0 x 25.5 x 13.4			Steam. HP 120 Sank after collision.
ETHIOPE (I)	1854	ASSC 1854-1867	660 496	206.0 x 25.6 x 13.4			Steam. HP 120
RETRIEVER	1854	ASSC 1854-1867	329 198	155.0 x 21.0 x 13.0			Steam. HP 60 9 knots.
GAMBIA (I)	1855	ASSC 1855-1859	515 352	193.2 x 24.8 x 14.0			Steam. HP 80
NIGER (I)	1856	ASSC 1856-1857	708 482	208.6 x 29.0 x 17.0			Steam. HP 200 Wrecked.
ARMENIAN	1855	ASSC 1857-1865	1017 553	239.2 x 29.3 x 20.2			Steam. HP 200 8 knots. Wrecked.
ATHENIAN	Not Known	ASSC 1858-1871	978 520	241.2 x 29.4 x 20.0			Steam. HP 200 8 knots.
CLEOPATRA	1852	ASSC 1859-1862	1280 893	219.0 x 32.0 x 18.0		130 First 120 Second 60 Third	Steam. 9 knots. Wrecked.
MACGREGOR LAIRD	1861	ASSC 1862-1871	969 659 In 1870: 1311	250.0 x 31.0 x 19.0 Lengthened in 1870: 291.0			Compound steam. HP 200 Wrecked.
CALABAR (I)	1864	ASSC 1864-1873	1122 763	260.5 x 31.4 x 19.2			Compound steam. HP 250
MARGARET	Not Known	ASSC 1864-1865	254	109.8 x 25.5 x 9.8			Lost.
MANDINGO (I)	1866	ASSC 1866-1872	1216 770	262.3 x 32.4 x 19.3			Compound steam. HP 275

LAGOS (I)	1866	ASSC 1866-1872	1199 754	262.2 x 32.4 x 19.3			Compound steam. HP 275
BIAFRA (I)	1868	ASSC 1868-1889	1280 797 In 1874: 1484 938 In 1876: 1487 1133	274.0 x 32.2 x 20.0 Lengthened in 1874: 312.0			Compound steam. HP 250 New engines in 1876: HP 150
BONNY (I)	1869	BASNC 1869-1890	1277 798	261.2 x 30.1 x 23.0			Compound steam. HP 250
ROQUELLE (I)	1869	BASNC 1869-1882	1289 796	261.0 x 30.2 x 23.0			Compound steam. HP 200 11 knots.
CONGO (I)	1869	BASNC 1869-1881	1283 800	261.2 x 30.2 x 23.0			Compound steam. HP 200 11 knots.
BENIN (I)	Not Known	BASNC 1869-1881	1530 969	284.3 x 33.1 x 23.6			Compound steam. HP 200 11 knots. Sunk after collision.
LIBERIA	1870	BASNC 1870-1874	1470 927	279.0 x 31.0 x 23.0			Compound steam. HP 250 11 knots. Missing.
LOANDA (I)	1870	BASNC 1870-1883 BASNCL 1883-1889	1474 899	279.1 x 31.1 x 23.5			Compound steam. HP 250 11 knots.
VOLTA	1870	BASNC 1870-1883 BASNCL 1883-1892	1477 931	279.5 x 31.1 x 23.4			Compound steam. HP 250 11 knots.

RIO FORMOSO	1870	BASNC 1870-1875	163 96	120.2 x 20.1 x 8.3			Compound steam. HP 40 For service on the Niger Delta.
EBOE (I)	1870	ASSC 1870-1875	653 487	209.8 x 27.3 x 13.4			Steam. HP 100
SOUDAN (I)	1870	ASSC 1870-1875	1603 1019	290.3 x 33.1 x 23.7			Compound steam. HP 200 Wrecked.
YORUBA (I)	1871	ASSC 1871-1873	1705 1090	285.0 x 33.2 x 23.9			Compound steam. HP 200 10 knots. Wrecked.
AFRICA	1871	ASSC 1872-1899	1717 1099	295.3 x 34.3 x 23.2		Limited	Compound steam. HP 200 11 knots. New engines in 1886: Compound steam. NHP 146
SENEGAL	1872	BASNC 1872-1883 BASNCL 1883-1887	1625 1048 In 1880: 1793 1142	288.0 x 34.0 x 22.6 Lengthened in 1880: 312.0			Compound steam. HP 275 11 knots. Wrecked.
NIGRETIA (I)	1872	ASSC 1872-1873	1810 1168	299.8 x 34.4 x 23.0			Compound steam. HP 200 Wrecked.
AMBRIZ	1870	ASSC 1873-1895	2121 1376	324.6 x 35.2 x 25.6		10	Compound steam. HP 250 New engines in 1883: Compound steam. HP 281
ETHIOPIA (I)	1873	ASSC 1873-1882	1761 1125	293.0 x 34.3 x 23.2			Compound steam. HP 250 Wrecked.

ELMINA (I)	1873	ASSC 1873-1878	1018 634	267.7 x 31.6 x 14.8			Compound steam. HP 150 11 knots.
MONROVIA (I)	1873	ASSC 1873-1876	1019 637	267.7 x 31.6 x 14.8			Compound steam. HP 180 Wrecked.
WHYDAH (I)	1874	ASSC 1874-1894	418 241 In 1882: 505 298	186.6 x 25.9 x 11.4 Lengthened in 1882: 202.0			Compound steam. HP 98 New boilers in 1882. Designed for West African coast feeder service. Stranded and used as hulk.
FORCADOS (I)	1874	BASNC 1874-1883 BASNCL 1883-1904	456 327	185.6 x 25.1 x 11.4		8 First	Compound steam. HP 80 Sank.
CAMEROON	1874	BASNC 1874-1883 BASNCL 1883-1904	1862 1185	302.5 x 33.8 x 24.0		30 First 8 Second	Compound steam. HP 280 10.5 knots. New engines in 1889: Triple expansion. HP 157 Wrecked.
BENGUELA (I)	1874	BASNC 1874-1883 BASNCL 1883-1905	1860 1176 In 1897: 1796 1157	302.6 x 33.9 x 23.9		30 First 8 Second	Compound steam. HP 270 10.5 knots. New engines in 1897: Triple expansion. NHP 186 Wrecked.
GAMBIA (II)	1875	BASNC 1875-1877	1880 1195	301.1 x 34.5 x 23.7			Compound steam. HP 280 Stranded and wrecked.

FORMOSO	1876	BASNC 1876-1883 BASNCL 1883-1893	461 328	185.4 x 25.2 x 11.3		8 First	Compound steam. HP 80
CORISCO	1876	BASNC 1876-1883 BASNCL 1883-1885	1856 1182	300.9 x 34.5 x 23.6			Compound steam. HP 280 10.5 knots. Grounded and sank.
KINSEMBO	1876	BASNC 1876-1883 BASNCL 1883-1893	1868 1198	301.5 x 34.5 x 23.4			Compound steam. HP 280 10.5 knots.
OPOBO (I)	1877	ASSC 1877-1892	186 146	120.2 x 20.1 x 8.7			Compound steam. HP 30 West African coastal trade. Wrecked.
GABOON (I)	1878	BASNC 1878-1883 BASNCL 1883-1897 ASSC 1897-1898	1863 1178	302.3 x 34.2 x 23.6			Compound steam. HP 280 10.5 knots.
LUALABA	1878	BASNC 1878-1883 BASNCL 1883-1895	1850 1170	299.8 x 34.5 x 23.7			Compound steam. HP 280 10.5 knots. First Elder Dempster sailing from Antwerp. Cylinders rebored in 1893: HP 209
RAMOS	1878	BASNC 1878-1883 ASSC 1883-1885	233 136	150.2 x 21.1 x 8.4			Compound steam. HP 40 West African coastal trade. Wrecked.

NUBIA (I)	1879	ASSC 1879-1899	1958 1236	321.0 x 34.7 x 22.8			Compound steam. HP 188 10 knots. New engines in 1896: Triple expansion. NHP 235
DODO (I)	1879	BASNC 1879-1908	531 326	195.8 x 25.2 x 12.3			Compound steam. HP 80 West African coastal trade.
COANZA	1880	BASNC 1880-1883 BASNCL 1883-1893	1518 976	290.4 x 36.2 x 18.0			Compound steam. HP 175 10.5 knots. Lost.
MALEMBA	1880	BASNC 1880-1883 BASNCL 1883-1897	1521 980	290.4 x 36.2 x 18.0			Compound steam. HP 175 10.5 knots.
LANDANA (I)	1859	ASSC 1880-1891	1568 985	270.5 x 33.7 x 22.8			Compound steam. HP 200
MAYUMBA (I)	1859	ASSC 1880-1882	1569 991	270.5 x 33.7 x 22.8			Compound steam. HP 200
WINNEBAH	1881	ASSC 1881-1899	1391 882	295.5 x 30.3 x 18.9		23 First 28 Second	Compound steam. HP 120
AKASSA (I)	1881	ASSC 1881-1903	1389 883	295.5 x 30.3 x 18.9		23 First 28 Second	Compound steam. HP 120
MANDINGO (II)	1882	ASSC 1882-1905	1700 1089	305.0 x 34.2 x 20.0		22 First 28 Second	Compound steam. HP 221 9.5 knots.
CONGO (II)	1882	BASNC 1882-1883 BASNCL 1883-1898 ASSC 1898-1907	1689 1078	300.7 x 36.2 x 19.6		26 First 4 Second	Compound steam. HP 175 10 knots. Sank after collision.

SHERBRO (I)	1882	BASNC 1882-1883 BASNCL 1883-1909	1650 1062	299.9 x 36.2 x 19.7		26 First 4 Second	Compound steam. HP 200 10 knots.
LAGOS (II)	1883	BASNCL 1883-1902	1731 1116	300.3 x 36.2 x 20.2		38 First 8 Second	Compound steam. HP 220 10 knots. Wrecked.
CALABAR (II)	1883	BASNCL 1883-1898	1701 1127 In 1896: 1756 1111	300.3 x 36.2 x 20.4		26 First 4 Second	Compound steam. HP 220 10 knots. Stranded and wrecked.
NIGER (II)	1883	ASSC 1883-1903	2006 1302	320.2 x 35.6 x 21.2		26 First 8 Second	Compound steam. HP 172 9 knots.
MARIA REGINA	????	See Notes 1883-1886	264 253	92.3 x 28.9 x 16.2			Acquired by Alfred Lewis Jones. West African coastal trade.
OPOBO (II)	1884	BASNCL 1884-1890	2078 1351	320.0 x 36.1 x 21.3			Compound steam. HP 225 9 knots. Wrecked.
ROQUELLE (II)	1884	BASNCL 1884-1908	2070 1343 In 1901: 2013 1305 In 1907: 2082 1337	320.0 x 36.1 x 21.3			Compound steam. HP 225 9 knots.
BENITO (I)	1884	BASNCL 1884-1894	712 424	210.9 x 28.2 x 13.5			Compound steam. HP 90 Sank after grounding.

BENIN (II)	1884	ASSC 1884-1901 1902-1905	2223 1437	330.7 x 36.7 x 21.7	First vessel in the fleet to be fitted with refrigerated space.	32 First 8 Second	Compound steam. HP 20 9.5 knots.
MADEIRA	1884	BASNCL 1884-1914	1773 1147	300.0 x 36.2 x 19.9		26 First 4 Second	Compound steam. HP 199 10 knots. Foundered.
TENERIFFE	1885	BASNCL 1885-1919	1800 1165	301.0 x 36.0 x 19.8		26 First 4 Second	Compound steam. HP 220 10 knots.
ELMINA (II)	1885	ASSC 1885-1907	1764 1143	300.5 x 36.2 x 19.8		26 First 4 Second	Compound steam. HP 220 10 knots.
CLARE (I)	1883	See Notes 1887-1890	2034 1333	270.4 x 38.4 x 24.1			Acquired by Alfred Lewis Jones (EDC Managers). Compound steam. HP 200 9.5 knots.
MAAS	1877	BASNCL 1887-1895	166 137	125.5 x 19.7 x 7.1			HP 20 West African coastal trade.
NIGRETIA (II)	1888	EDC 1888-1893	2477 1632	295.0 x 38.1 x 21.5			Triple expansion. HP 217 9 knots.
TEUTONIA	1881	EDC 1889-1890	2287 1490	290.4 x 37.2 x 24.5			Compound steam. HP 200 9 knots.
LEON Y CASTILLO (I)	1888	IMSCL 1888-1910	529 238	190.2 x 27.1 x 12.7			Triple expansion. HP 120
VIERA Y CLAVIJO (I)	1888	IMSCL 1888-1911	529 236	190.2 x 27.1 x 12.7			Triple expansion. HP 120

PALMAS	1888	See Notes 1888-1890 EDC 1890-1895 ASSC 1895-1903	2428 1560	312.0 x 39.2 x 24.7			Built for Alfred Lewis Jones (EDC Managers). Triple expansion. HP 250 11 knots. Missing – presumed sunk.
ETHIOPE (II)	1889	EDC 1889-1891	2893 1905	320.0 x 40.2 x 21.2			Triple expansion. HP 250 10.5 knots.
EBOE (II)	1880	ASSC 1889-1897	2018 1315	285.8 x 36.1 x 24.3			Compound steam. HP 235
GAMBIA (III)	1880	ASSC 1889-1897	1968 1283	286.0 x 36.0 x 23.0			Compound steam. HP 235
YORUBA (II)	1880	ASSC 1889-1897	2086 1345	285.8 x 36.0 x 24.4			Compound steam. HP 235
BOMA (I)	1889	BASNCL 1889-1918	2681 1737	311.6 x 39.2 x 24.7			Triple expansion. HP 240 11 knots. Torpedoed and sunk.
MATADI (I)	1889	BASNCL 1889-1896	2683 1715	311.6 x 39.2 x 24.7			Triple expansion. HP 240 11 knots. Exploded and sank.
SOUDAN (II)	1889	EDC 1889-1891 ASSC 1891-1891	2625 1710	311.6 x 39.2 x 24.7			Triple expansion. HP 240 11 knots. Foundered.
SCHELDE	1877	EDC 1889-1890	166 137	125.5 x 19.7 x 7.1			HP 20 West African coastal trade.
BIAFRA (II)	1885	ASSC 1890-1896	846 562	200.8 x 30.1 x 14.0			Compound steam. HP 95

COOMASSIE	1890	EDC 1890-1890 ASSC 1890-1895 1896-1911	2625 1710	311.6 x 39.2 24.7		37 First 22 Second	Triple expansion. HP 240 11 knots.
ALEXANDER ELDER 1890-1892 MERRIMAC	1890	EDC 1890-1891 ASSC 1891-1899	4173 2721 In 1892: 4177 2696	400.6 x 45.2 x 28.2			Triple expansion. HP 390 11 knots. North Atlantic trade. Lost without trace.
LOANGO	1883	EDC 1890-1891 ASSC 1891-1900 ELL 1900-1904	2935 1934 In 1900: 2993 1940	329.7 x 39.2 x 28.0			Compound steam. HP 350 11 knots.
MONROVIA (II)	1890	EDC 1890-1896 ASSC 1896-1909 EDC 1909-1910 EDSL 1910-1914	2402 1558	297.5 x 40.1 x 18.7			Triple expansion. HP 200 9.5 knots. Wrecked.
PLASSEY 1890-1892 MEMNON (I)	1890	ASSC 1890-1904 EDSL 1904-1917	3176 2046	345.6 x 40.9 x 26.7			Triple expansion. HP 300 10 knots. North Atlantic trade. Torpedoed and sunk.
MAYUMBA (II)	1890	EDC 1890-1892 ASSC 1892-1915	2561 1649	297.0 x 39.9 x 18.8			Triple expansion. HP 250

SOBRAON 1890-1893 MEXICO	1890	ASSC 1890-1895	3185 2055	345.6 x 40.9 x 26.7			Triple expansion. HP 300 10 knots. North Atlantic trade. Wrecked.
MEMPHIS	1890	EDC 1890-1891 ASSC 1891-1896	3191 2053	345.6 x 40.9 x 26.7			Triple expansion. HP 300 10 knots. North Atlantic trade. Wrecked.
EARN	1884	See Notes 1890-1911	181 143	113.8 x 22.0 x 8.0			Acquired by Alfred Lewis Jones (EDC Managers). Compound steam. HP 25 West African coastal trade.
ISLA	1885	EDC 1890-1911	109 74	74.8 x 22.1 x 8.1			Compound steam. HP 25 West African coastal trade.
OIL RIVERS 1891-1893 CABENDA 1893-1910	1891	See Notes 1891-1891 EDC 1891-1892 ASSC 1892-1907	2777 1792	312.0 x 39.2 x 24.6		31 First 15 Second	Built for Alfred Lewis Jones. Triple expansion. HP 240 11 knots.
ANGOLA (II)	1891	See Notes 1891-1891 ASSC 1891-1906 ELL 1906-1906	2870 1878 In 1906: 2831 1811	312.0 x 39.2 x 24.6			Built for Alfred Lewis Jones. Triple expansion. HP 240 11 knots. Wrecked.
KWARRA (I)	1891	ASSC 1891-1908	812 500	200.3 x 36.2 x 12.1			2 x Triple expansion. HP 120 Sank.

BONNY (I)	1891	BASNCL 1891-1915	2702 1713	327.6 x 39.4 x 22.0		44 First 14 Second	Triple expansion. HP 240 10.5 knots. Sunk by gunfire from U38.
LOANDA (II)	1891	BASNCL 1891-1908	2702 1713	327.6 x 39.4 x 22.0		44 First 14 Second	Triple expansion. HP 240 10.5 knots. Sank after collision.
ASSAYE	1891	ASSC 1891-1897	4296 2797	401.0 x 45.3 x 28.1			Triple expansion. HP 390 11 knots. North Atlantic trade. Wrecked.
ETHIOPIA (II)	1891	ASSC 1891-1908	2523 1657	297.0 x 39.8 x 18.8			Triple expansion. HP 250 9.5 knots.
VOLTA	1891	BASNCL 1891-1908	2702 1713	327.6 x 39.4 x 22.0		44 First 14 Second	Triple expansion. HP 240 10.5 knots.
DAHOMY	1891	EDC 1891-1896 ASSC 1896-1906 ELL 1906-1908	2854 1828	312.0 x 40.0 x 24.6			Triple expansion. HP 240 11 knots. Wrecked.
MOHAWK	1892	ASSC 1892-1896	5658 3646	445.0 x 49.2 x 30.0		16 First 14 Second	2 x triple expansion. HP 600 Twin screw. 12.5 knots. North Atlantic trade.

MARIPOSA	1891	OTCL 1892-1895	5305 3428	421.0 x 48.0 x 29.2			2 x triple expansion. HP 600 Twin screw. 12 knots. North Atlantic trade. Wrecked.
MONTEZUMA (I)	1892	OTCL 1892-1898	6357 4863	430.0 x 47.0 x 22.4			2 x triple expansion. HP 375 Twin screw. 12 knots. North Atlantic trade.
MOBILE	1893	ASSC 1893-1896	5780 3725	445.0 x 49.2 x 30.0		80 First 1800 Third	2 x triple expansion. HP 600 Twin screw. 12.5 knots. North Atlantic trade.
ACCRA (I)	1893	BASNCL 1893-1920	2808 1788 In 1900: 2827 1791	336.0 x 39.4 x 22.3		44 First 14 Second	Triple expansion. HP 300 10.5 knots.
BATHURST (I)	1893	BASNCL 1893-1917	2808 1788 In 1900: 2821 1794	336.0 x 39.4 x 22.3		44 First 14 Second	Triple expansion. HP 198 10.5 knots. Torpedoed and sunk.
AXIM	1893	BASNCL 1893-1910	2793 1788	336.0 x 39.3 x 22.3		44 First 14 Second	Triple expansion. HP 198 10.5 knots. Missing.
BATANGA	1893	BASNCL 1893-1922	2808 1788	336.0 x 39.4 x 22.3		44 First 14 Second	Triple expansion. HP 198 10.5 knots.

ETOLIA	1887	ASSC 1893-1906 EDSL 1906-1906	3270 2133	345.6 x 40.9 x 26.7			Triple expansion. HP 320 10.5 knots. North Atlantic trade. Wrecked.
LYCIA	1888	ASSC 1893-1904	3282 2117	345.5 x 40.9 x 26.7			Triple expansion. HP 320 10.5 knots. North Atlantic trade.
EUROPA	1881	OTCL 1894-1902	2239 1443	300.0 x 36.0 x 25.5			Compound steam. HP 280 North Atlantic trade.
PEREZ GALDOS	1857	IMSCL 1894-1907	329 148	165.3 x 24.3 x 11.8			Compound steam. NHP 54
BAKANA (I)	1894	BASNCL 1894-1913	2793 1789 In 1908: 2802 1752	336.0 x 39.3 x 22.3		44 First 14 Second	Triple expansion. HP 198 10.5 knots. Stranded and wrecked.
MARINO	1895	OTCL 1895-1898	3819 3002	371.0 x 43.2 x 27.5			Triple expansion. NHP 268 8.5 knots. North Atlantic trade.
LAGOON	1895	BASNCL 1895-1923	704 403	210.0 x 28.2 x 13.7			Triple expansion. HP 85 10.5 knots. Beached and sank.
SPARROW	1894	ASSC 1895-1895	395 188	145.3 x 23.1 x 11.2			Triple expansion. HP 75 10.5 knots. Wrecked.

ILARO (I)	1895	ASSC 1895-1915	2799 1804	310.0 x 40.6 x 17.6			Triple expansion. NHP 244 Mined and became a total loss.
NIAGARA	1883	OTCL 1896-1899	3033 1965	234.5 x 40.0 x 26.3			Compound steam. HP 300 10 knots. North Atlantic trade. Wrecked.
BIAFRA (III)	1895	ASSC 1896-1910	3606 2902	332.0 x 43.2 x 23.0		88 First 28 Second	Triple expansion. NHP 308 11 knots.
QUEENSMORE	1890	EDC 1896-1898	3878 2514	360.0 x 46.0 x 29.0			Triple expansion. HP 500 11.5 knots. North Atlantic trade.
EKURO	1896	BASNCL 1896-1914	485 277	185.6 x 26.1 11.2			600 tons dead weight. Compound steam. NHP 70 9.5 knots. Sunk.
IBADAN	1896	ASSC 1896-1901	793 473	204.1 x 35.1 x 12.3			2 x triple expansion. NHP 77 Twin screw. 9.5 knots.
ILORIN (I)	1896	ASSC 1896-1909	946 565	220.1 x 36.1 x 13.0			2 x triple expansion. NHP 128 Twin screw. 9.5 knots. Foundered.

MILWAUKEE	1897	See Notes 1897-1898 EDC 1898-1899 ELL 1899-1903	7317 4755 In 1899: 7323 4784	470.0 x 56.1 x 31.9			Built for Alfred Lewis Jones (EDC Managers) Triple expansion. NHP 502 12 knots. North Atlantic trade.
PARKMORE	1890	EDC 1897-1898	3318 2136	340.0 x 42.7 x 27.0			Triple expansion. HP 300 12 knots. North Atlantic trade.
LANDANA (II)	1897	EDC 1897-1898 ASSC 1898-1898	2834 1827	310.0 x 44.1 x 15.1			Triple expansion. NHP 244 9 knots. Sank after collision.
BANANA	1897	See Notes 1897-1899 ELL 1899-1914 1918-1919	2817 1801	310.0 x 41.2 x 17.6			Built for Alfred Lewis Jones (EDC Managers). Triple expansion. NHP 249 10 knots.
LAGUNA	1892	ASSC 1897-1898	1596 1085	253.5 x 33.4 x 16.7			Triple expansion. NHP 197
EBANI (I)	1896	ASSC 1897-1898	1738 1093	260.0 x 36.4 x 20.4			Triple expansion. NHP 245 10 knots.
ASHANTI	1897	See Notes 1897-1899 ELL 1899-1919	3389 2186	330.0 x 45.2 x 18.2		6 First 50 Steerage	EDC Managers. Triple expansion. NHP 293 11 knots. Beached and abandoned.
MONTCALM	1897	ASSC 1897-1903	5478 3458	445.0 x 52.5 x 27.6			Triple expansion. NHP 664 12.5 knots. North Atlantic trade.

MONTPELIER	1897	ASSC 1897-1899 ELL 1899-1900	3483 2249	344.0 x 44.5 x 25.9			Triple expansion. NHP 358 11 knots. North Atlantic trade. Wrecked.
MONTROSE	1897	ASSC 1897-1903	5195 3457	444.3 x 52.0 x 27.5			Triple expansion. NHP 632 12.5 knots. North Atlantic trade.
YORUBA (III)	1895	See Notes 1897-1899 ELL 1899-1911	2992 1937 In 1899: 3000 1913	322.0 x 42.3 16.8			Acquired by Alfred Lewis Jones (EDC Managers). Triple expansion. NHP 277 10 knots. Grounded and became a total loss.
MONMOUTH (I)	1898	ASSC 1898-1898	8001 6118	490.5 x 56.3 x 25.0			2 x triple expansion. NHP 487 Twin screw. 12 knots. North Atlantic trade.
MONTCLAIR	1898	EDC 1898-1899 ELL 1899-1901	3806 2458	370.0 x 46.0 x 25.8			Triple expansion. NHP 339 10 knots. North Atlantic trade.
LOKOJA (I)	1898	EDC 1898-1899	3458 2219	330.0 x 45.3 x 18.2		6 First 50 Steerage	Triple expansion. NHP 292 11 knots.
GAMBIA (IV)	1898	EDC 1898-1899	2877 1853	310.0 x 44.1 x 15.7		Limited	Triple expansion. NHP 253 9 knots.

MONTEREY	1898	EDC 1898-1899 ELL 1899-1903	5455 3489	445.0 x 52.2 x 27.6			Triple expansion. NHP 661 12.5 knots. North Atlantic trade.
YOLA	1898	EDC 1898-1899 ELL 1899-1917	3504 2246 In 1910: 3533 2249	356.0 x 45.2 x 18.7		12 First	5700 tons dead weight. Triple expansion. NHP 296 11.5 knots. Disappeared without trace.
ANDONI	1898	ELL 1898-1917	3188 2034	329.2 x 45.5 x 16.2			5400 tons dead weight. Triple expansion. NHP 301 9.5 knots. Torpedoed and sunk.
EBOE 1898-1898 ARO	1898	EDC 1898-1898 ASSC 1904-1914	3805 2417 In 1904: 3794 2388	351.9 x 44.1 x 23.3		100 First 60 Second	Triple expansion. NHP 432 13 knots.
OLENDA	1898	BASNCL 1898-1913	3171 2015	345.0 x 42.2 x 23.0		70 First 20 Second	Triple expansion. NHP 300 12 knots.
ORON (I)	1898	BASNCL 1898-1914 1919-1919	3171 2015	345.0 x 42.2 x 23.0		68 First 20 Second	Triple expansion. NHP 300 12 knots.
MOUNT ROYAL	1898	EDC 1898-1900 ELL 1900-1903	7045 4559	470.0 x 56.0 x 32.0			Triple expansion. NHP 505 12 knots. North Atlantic trade.
MONMOUTH (II)	1896	EDC 1898-1899	4071 2627	365.0 x 47.1 x 27.0			Triple expansion. NHP 368 10 knots. North Atlantic trade.

MONTAUK	1894	EDC 1898-1901 BASNCL 1901-1911	4040 2612	365.0 x 47.0 x 27.1			Triple expansion. NHP 404 10 knots. North Atlantic trade. Wrecked.
MELROSE	1894	EDC 1898-1899	4038 2599	365.0 x 47.0 x 27.1			Triple expansion. NHP 404 10 knots. North Atlantic trade.
JEBBA (I)	1896	ASSC 1898-1907	3812 2460	352.0 x 44.2 x 23.4		108 First 52 Second	Triple expansion. NHP 419 12 knots. Wrecked.
SOBO (I)	1899	ASSC 1899-1908 ELL 1908-1915	3652 2313	345.0 x 44.0 x 14.3		70 First 40 Second	Triple expansion. NHP 370 12.5 knots.
DEGAMA	1899	EDC 1899-1914	3507 2245	337.5 x 45.2 x 18.8		10 First 6 Second	Triple expansion. NHP 271 9 knots. Wrecked.
PRAH (I)	1899	EDC 1899-1901 BASNCL 1901-1924	2520 1593 In 1915: 3326 2418 In 1916: 3339 2466	325.0 x 45.2 x 19.5			Triple expansion. NHP 245 9.5 knots.
MONTEAGLE	1899	EDC 1899-1903	5468 3481 In 1900: 6955 4487	445.0 x 52.2 x 27.7			2 x triple expansion. NHP 738 Twin screw. 13 knots. North Atlantic trade.

FANTEE (I)	1899	ASSC 1899-1913	3649 2301	345.0 x 44.0 x 14.2		120 First 50 Second	Triple expansion. NHP 370 12.5 knots.
MONTFORT	1899	EDSL 1899-1900 ELL 1900-1903	5481 3492 In 1901: 7101 4631	445.0 x 52.2 x 27.7			2 x triple expansion. NHP 731 Twin screw. 13 knots. North Atlantic trade.
SANGARA (I)	1899	EDC 1899-1899	3538 2265	337.5 x 45.2 x 18.8			Triple expansion. NHP 281 9 knots.
SOKOTO (I)	1899	BASNCL 1899-1915	3080 1976	345.0 x 42.2 x 23.0		71 First 36 Second	Triple expansion. NHP 300 12 knots.
BORNU	1899	BASNCL 1899-1916	3232 2074 In 1913: 3259 2102	345.0 x 42.2 x 23.0		70 First 20 Second	Triple expansion. NHP 300 12 knots. Foundered.
MONTEZUMA (II)	1899	EDC 1899-1901 BASNCL 1901-1903	7345 4734	485.0 x 59.0 x 30.5			2 x triple expansion. NHP 660 Twin screw. 13 knots. North Atlantic trade.
LAKE HURON	1881	EDC 1899-1901	4040 2646	385.0 x 42.8 x 24.3		70 First 50 Second	Compound steam. NHP 467 13 knots. North Atlantic trade. Wrecked.
MONTENEGRO	1898	ELL 1899-1922	4408 2856 In 1914: 4451 2877	375.0 x 50.0 x 26.0			Triple expansion. NHP 368 10 knots.

WHYDAH (II)	1884	ASSC 1899-1902	1381 896	235.2 x 33.2 x 15.2			Compound steam. HP 120
ELFREDA 1899-1899 STANLEYVILLE	1899	ASSC 1899-1899 1900-1900	4051 2588	370.0 x 46.2 x 22.8			2 x triple expansion. NHP 584 Twin screw. 13 knots.
MONARCH	1897	EDSL 1899-1912 ELL 1912-1927	9041 7120 In 1905: 7355 4776 In 1919: 7466 4842	470.0 x 56.0 x 31.9			Triple expansion. NHP 548 12 knots. North Atlantic trade.
LAKE ONTARIO	1887	EDC 1899-1905	4289 2741	374.5 x 43.5 x 29.5		200 First 85 Second	Triple expansion. HP 400 13 knots. North Atlantic trade.
LAKE SUPERIOR	1885	EDC 1899-1902	4562 2880	400.0 x 44.2 x 24.2		190 First 80 Second	Compound steam. HP 430 13 knots. North Atlantic trade. Wrecked.
EKO	1890	ASSC 1899-1905	337 227	130.7 x 22.4 x 11.2			Compound steam. HP 38 West African coastal trade.
LAKE ERIE	1900	EDC 1900-1901 BASNCL 1901-1903	7550 4814	446.0 x 52.0 x 35.5		100 First 80 Second 500 Steerage	2 x triple expansion. NHP 660 Twin screw. 13 knots. North Atlantic trade.

LUSITANIA	1871	EDC 1900-1900 1901-1901	3912 2518	379.9 x 41.3 x 35.2		84 First 200 Second 270 Emigrant	Triple expansion. HP 700 15 knots. North Atlantic trade. Wrecked.
LAKE CHAMPLAIN	1900	BASNCL 1900-1903	6546 4110 In 1901: 7392 4658	446.0 x 52.0 x 27.8		100 First 80 Second 500 Steerage	7750 tons dead weight. 2 x triple expansion. NHP 660 Twin screw. 13 knots. North Atlantic trade. In 1901: First ship in North Atlantic to be fitted with W/T.
SANGARA (II)	1900	EDC 1900-1900 BASNCL 1900-1914 1919-1919	2497 1563	325.0 x 45.0 x 19.6			Triple expansion. NHP 254 9.5 knots.
MONTREAL	1900	BASNCL 1900-1903	6870 4430	469.5 x 56.2 x 31.9			2 x triple expansion. NHP 702 Twin screw. 13 knots. North Atlantic trade.
MONMOUTH (III)	1900	BASNCL 1900-1903	4078 2569	375.1 x 48.1 x 25.7			Triple expansion. NHP 363 10 knots. North Atlantic trade.
ASABA (I)	1900	ASSC 1900-1917	972 570	220.0 x 36.2 x 13.2			2 x compound steam. NHP 114 Twin screw. 9.5 knots. Torpedoed and sunk.

ASABA (II)	1900	EDC 1900-1900	2931 1901	320.0 x 44.8 x 15.3			2 x triple expansion. NHP 255 Twin screw.
NYANGA	1900	EDC 1900-1903 ELL 1903-1914	3066 1967	325.7 x 45.2 x 15.9			Triple expansion. NHP 252 9.5 knots. Captured and scuttled.
DELTA	1900	BASNCL 1900-1900 EDC 1900-1901 IDWIMSCL 1901-1915	585 352	195.5 x 28.1 x 11.8			Compound steam. HP 75 10 knots. Scuttled.
LAKE MEGANTIC 1900-1905 PORT HENDERSON	1885	BASNCL 1900-1905 1911-1912 IDWIMSCL 1905-1911	5061 3182 In 1905: 5178 3104	439.6 x 46.3 x 28.9		95 First 60 Second 670 Steerage	5100 tons dead weight. Triple expansion. HP 800 In 1906: NHP 1005 14 knots. North Atlantic trade.
WASSAU	1880	BL 1900-1902	3471 2088	364.5 x 42.6 x 28.6	Refrigerated compartments		Triple expansion. HP 600 13.5 knots. North Atlantic trade.
IDDO	1901	ASSC 1901-1923	965 588	219.8 x 36.2 x 13.1			2 x compound steam. NHP 114 Twin screw. 9.5 knots. Dismantled and scuttled.
PORT ROYAL	1901	IDWIMSCL 1901-1911	4455 2487	370.2 x 46.5 x 22.0		100 First 50 Second	2 x triple expansion. NHP 799 Twin screw. 14 knots. Jamaica trade.

PORT MORANT	1901	EDC 1901-1902 IDWIMSCS 1902-1905 ELL 1905-1909	2831 1322	329.6 x 40.1 x 17.6		45 First 16 Second	Triple expansion. NHP 745 14 knots. Jamaica trade.
LLANDULAS	1901	EDC 1901-1902 EDSL 1902-1907	847 447	200.0 x 32.0 x 14.2			Triple expansion. NHP 129 10 knots. Wrecked.
SEKONDI (I)	1897	ASSC 1901-1910	3765 2424	352.0 x 44.2 x 23.4		108 First 52 Second	Triple expansion. NHP 419 12 knots.
PORT MARIA	1901	IDWIMSCS 1901-1910	2910 1449	334.7 x 40.2 x 17.6		65 First 16 Second	Triple expansion. NHP 656 14 knots. Jamaica trade.
ANCOBRA (I) 1901-1921 SOKOTO (II)	1901	EDC 1901-1908 ASSC 1908-1923	2646 1642 In 1917: 3698 2811	325.6 x 45.2 x 19.6			Triple expansion. NHP 257 9.5 knots.
ABEOKUTA	1901	EDC 1901-1902 EDSL 1902-1915	1817 1156	280.2 x 40.1 x 18.2			Triple expansion. NHP 199 9 knots. Foundered.
KANO	1901	EDC 1901-1902 BASNCL 1902-1907	1452 920	220.0 x 36.2 x 13.2			2 x compound steam. NHP 114 Twin screw. 9 knots. Wrecked.

EGGA	1901	ASSC 1901-1908	1445 897	219.8 x 36.2 x 13.1		8 First	2 x compound steam. NHP 119 Twin screw. 9 knots. Wrecked.
GARTH CASTLE	1880	EDC 1901-1902	3660 2350	365.0 x 43.5 x 31.3		52 First 46 Second	Triple expansion. HP 600 13 knots. North Atlantic trade.
PORT ANTONIO	1901	IDWIMSCL 1901-1911	4458 2482	370.0 x 46.5 x 22.0		100 First 50 Second	2 x triple expansion. NHP 799 Twin screw. 14 knots. Jamaica trade.
ADANSI	1901	EDC 1901-1903 BASNCL 1903-1917	2644 1643	325.5 x 45.2 x 19.6			Triple expansion. NHP 257 9.5 knots. Torpedoed and sunk.
NIGERIA	1901	ASSC 1901-1920	3755 2391	351.9 x 44.1 x 23.5		108 First 52 Second	Triple expansion. NHP 436 13 knots.
BIDA (I)	1901	EDSL 1901-1903	1477 946	219.8 x 36.1 x 13.2		8 First	2 x compound steam. NHP 121 Twin screw. 9 knots. Caught fire and foundered.
WARRI (I)	1901	EDC 1901-1903 BASNCL 1903-1927	2493 1558 In 1917: 3571 2698	325.0 x 45.1 x 19.5			Triple expansion. NHP 252 9.5 knots.

SANSU (I)	1901	EDC 1901-1903 BASNCL 1903-1908	2495 1556	325.0 x 45.1 x 19.6			Triple expansion. NHP 252 9.5 knots. Capsized and sank.
HAUSSA	1901	EDSL 1901-1903	1477 948	219.8 x 36.1 x 13.2		8 First	2 x compound steam. NHP 121 Twin screw. 9 knots. Wrecked.
MOUNT TEMPLE	1901	EDC 1901-1903	7656 4989	485.0 x 59.0 30.4			2 x triple expansion. NHP 694 Twin screw. 13 knots. North Atlantic trade.
LAKE MANITOBA	1901	BL 1901-1903	8852 5705	469.5 x 56.2 x 31.9		122 First 130 Second 500 Third	2 x triple expansion. NHP 832 Twin screw. 13 knots. North Atlantic trade.
GARTH	1901	BLCL 1901-1904	156 84	107.3 x 20.8 x 7.6			Compound steam. HP 28 West African coastal trade.
MAESTEG	1901	BLCL 1901-1904	160 88	107.3 x 20.6 x 8.0			Compound steam. HP 28 West African coastal trade.
BOULAMA	1901	EDC 1901-1903 BASNCL 1903-1923	2613 1625 In 1917: 3678 2777	324.8 x 45.0 x 19.6			Triple expansion. NHP 252 9.5 knots.
LAKE SIMCOE	1884	EDC 1901-1905	4933 2864	430.5 x 47.0 x 34.5		124 First 128 Second	Compound steam. HP 1000 17 knots. North Atlantic trade.

AFRICAN	1887	MTLC 1901-1903	159 13	105.4 x 19.8 x 10.5			Tug. Compound steam. HP 80
BEAVER	1897	MTLC 1901-1903	154 13	106.3 x 20.0 x 11.2			Tug. Compound steam. HP 75
RHYMNEY	1901	BLCL 1901-1905	168 158	100.3 x 21.2 x 8.7			West African coastal trade.
RHONDA	1901	BLCL 1901-1905	170 160	100.0 x 21.0 x 8.7			West African coastal trade.
LOKOJA (II)	1901	EDC 1902-1902	2640 1614	325.6 x 45.6 x 19.6		12 First	Triple expansion. NHP 252 9.5 knots. Wrecked.
LAKE MICHIGAN	1902	BL 1902-1903	7000 4538	469.5 x 56.2 x 31.9		500 Third	2 x triple expansion. NHP 722 Twin screw. 13 knots. North Atlantic trade.
MELVILLE	1902	EDC 1902-1904 ELL 1904-1926	4439 2872 In 1905: 4484 2899	385.0 x 48.8 x 26.9	In 1905: Refrigerated chamber fitted.	In 1905: 14 First (later removed)	Triple expansion. NHP 359 10.5 knots.
AKABO	1902	BASNCL 1902-1926	3806 2418	352.2 x 44.2 x 23.6			Triple expansion. NHP 436 13 knots.
BURUTU (I)	1902	EDC 1902-1903 BASNCL 1903-1918	3863 2441	360.0 x 44.2 x 14.4		100 First 50 Second Later: 60 First 20 Second Limited Steerage	Triple expansion. NHP 525 14 knots. Sank after collision.

TARQUAH	1902	EDC 1902-1903 ASSC 1903-1917	3859 2441	360.4 x 44.3 x 14.3		100 First 50 Second Later: 60 First 20 Second Limited Steerage	Triple expansion. NHP 525 14 knots. Torpedoed and sunk.
EGWANGA	1902	EDC 1902-1903 BASNCL 1903-1927	2600 1614 In 1917: 3658 2804	325.9 x 45.0 x 19.6			Triple expansion. NHP 252 9.5 knots.
PANTHER	1884	MTLC 1902-1903	150 19	105.2 x 19.8 x 10.7			Compound steam. NHP 70
PORTO NOVO	1903	EDSL 1903-1910 ELL 1910-1921	603 328	202.5 x 30.1 x 9.9			Compound steam. NHP 99 9 knots.
KITTIWAKE	1899	BASNCL 1903-1908	241 110	118.0 x 22.0 x 10.4			Compound steam. HP 45 9 knots. West African coastal trade. Wrecked.
CANADA CAPE	1904	EDSL 1904-1911 ELL 1911-1912	4286 2795	360.0 x 48.0 x 20.2			Triple expansion. NHP 372 10 knots.
ZARIA	1904	BASNCL 1904-1928	3243 2023	350.6 x 48.5 x 19.7 In 1910: 380.6		36 First 18 Second	Triple expansion. NHP 570 13 knots.

ZUNGERU (I)	1904	EDSL 1904-1906 ASSC 1909-1910	4075 2578 In 1909: 4059 2563	375.4 x 47.0 x 23.3		90 First 50 Second	2 x triple expansion. NHP 589 Twin screw. 13 knots.
MURAJI	1904	ELL 1904-1914	3243 2016 In 1911: 3547 2197	350.1 x 48.5 x 19.7 In 1911: 380.3		36 First 18 Second	Triple expansion. NHP 570 13 knots. Caught fire and sank.
PORT KINGSTON	1904	IDWIMSCL 1904-1911	7586 3814	460.0 x 55.5 x 24.4		160 First 60 Second	2 x triple expansion. NHP 1443 Twin screw. 17 knots. Jamaica trade.
SAPELE (I)	1904	BASNCL 1904-1917	3152 1982	350.4 x 48.3 x 20.5		10	Triple expansion. NHP 478 12 knots. Torpedoed and sunk.
PUFFIN	1899	BASNCL 1904-1911	241 111	118.0 x 22.0 x 10.4			Compound steam. HP 45 9 knots. West African coastal trade.
SEAGULL	1899	EDC 1905-1906 IMSCL 1906-1908 ELL 1913-1914	241 109	118.0 x 22.0 x 10.4			Compound steam. HP 45 9 knots. West African coastal trade.
BENUE (I)	1905	EDSL 1905-1917 ASSC 1917-1930	3212 1951	350.0 x 48.4 x 20.8		10	Triple expansion. NHP 320 11 knots.

CHAMA	1905	ASSC 1905-1930	3152 1977	350.0 x 48.3 x 20.7		10	Triple expansion. NHP 478 12 knots.
ADDAH	1905	ASSC 1905-1917	3149 1977	350.0 x 48.3 x 20.7		10	Triple expansion. NHP 478 12 knots. <i>Torpedoed and sunk.</i>
BASSA (I)	1905	EDC 1905-1906 BASNCL 1906-1917	940 568	220.0 x 36.1 x 13.2			2 x triple expansion. NHP 114 Twin screw. 9.5 knots.
KARINA	1905	ASSC 1905-1917	4222 2638	370.0 x 46.2 x 23.3		100 First 70 Second	Triple expansion. NHP 422 13 knots. <i>Torpedoed and sunk.</i>
MENDI	1905	BASNCL 1905-1917	4230 2639	370.2 x 46.2 x 23.3		100 First 70 Second	Triple expansion. NHP 424 13 knots. Sank after collision.
PATANI	1905	ELL 1905-1918 ASSC 1918-1930	3465 2178 In 1918: 4810 3087 In 1924: 3487 2173	370.3 x 49.3 x 21.8		10	Triple expansion. NHP 379 13 knots.

AGBERI	1905	EDC 1905-1912 ELL 1912-1917 ASSC 1917-1917	3730 2324 In 1909: 3463 2177 In 1917: 4812 3098	370.3 x 49.3 x 21.8		10	Triple expansion. NHP 379 13 knots. Torpedoed and sunk.
NEMBE (I)	1902	EDC 1905-1908 BASNCL 1908-1919	2842 1808 In 1917: 3855 2847	325.0 x 45.1 x 22.8			Triple expansion. NHP 282 9.5 knots. Gutted by fire – total loss.
COALING 1906-1911 ETHIOPE (III)	1906	EDSL 1906-1911 ELL 1911-1915	3794 2475	340.0 x 47.1 x 27.4			Triple expansion. NHP 317 11.5 knots. Torpedoed and sunk.
DAKAR	1899	ASSC 1906-1915	3987 2518	370.1 x 46.1 x 22.8		100 First 70 Second	2 x triple expansion. NHP 584 Twin screw. 14 knots. Burnt out.
MANDINGO (III)	1899	ASSC 1906-1914	3986 2504	370.1 x 46.2 x 22.8		100 First 70 Second	2 x triple expansion. NHP 584 Twin screw. 14 knots.
FALABA (I)	1906	EDC 1906-1907 ELL 1907-1915	4806 3011	380.5 x 47.4 x 22.9			Triple expansion. NHP 424 14 knots. Torpedoed and sunk.
BENDU	1906	EDC 1906-1912 ELL 1912-1929	4319 2821	375.2 x 47.3 x 18.9			Triple expansion. NHP 396 12 knots.

OSHOGBO	1906	See Notes 1906-1907 ELL 1907-1928	949 577	220.0 x 36.1 x 13.2			Built for Alfred Lewis Jones (EDC Managers). 2 x triple expansion. NHP 114 Twin screw. 9.5 knots. Wrecked.
ABURI	1907	ASSC 1907-1917	3730 2324	370.6 x 49.3 x 21.8		10	Triple expansion. NHP 528 13 knots. Torpedoed and sunk.
SIERRA LEONE	1907	ASSC 1907-1910	3730 2327	370.6 x 49.3 x 21.8		10	Triple expansion. NHP 528 13 knots. Wrecked.
SALAGA (I)	1907	EDC 1907-1911 IDLL 1911-1930	3879 2394 In 1911: 5134 3285	380.5 x 50.3 x 22.4		30 First	Triple expansion. NHP 379 13 knots.
GANDO	1907	EDC 1907-1911 ASSC 1911-1917	3809 2393 In 1914: 3895 2451	380.5 x 50.3 x 22.4		30 First	Triple expansion. NHP 379 13 knots. Wrecked.
BADAGRI	1907	EDC 1907-1909 ELL 1909-1918	2952 1825	325.0 x 46.0 x 22.8			Triple expansion. NHP 311 10 knots. Torpedoed and sunk.
BENIN (III)	1907	EDC 1907-1912 IDLL 1912-1929	4313 2788 In 1912: 4348 2815	375.2 x 43.7 x 18.8			Triple expansion. NHP 396 12 knots.

FULANI (I)	1907	EDC 1907-1907 ASSC 1907-1914	3731 2326	370.6 x 49.3 x 21.8		10	Triple expansion. NHP 528 13 knots. Stranded and wrecked.
PRAHSU (I)	1907	EDC 1907-1911 ASSC 1911-1931	3756 2311 In 1917: 5072 3181 In 1924: 3791 2305	370.6 x 49.3 x 21.8		10	Triple expansion. NHP 528 13 knots.
ABONEMA 1907-1920 SAPELE (II)	1907	See Notes 1907-1909 BASNCL 1909-1929	2982 1865 In 1917: 3969 2600	324.7 x 45.9 x 22.7			Built for Sir Alfred Lewis Jones (EDC Managers). Triple expansion. NHP 311 10 knots.
PALMA	1907	EDC 1907-1909 BASNCL 1909-1930	2981 1864	325.0 x 45.9 x 22.7			Triple expansion. NHP 310 10 knots.
LAGOS (III)	1907	EDC 1907-1908 EDSL 1908-1923 ELL 1923-1924	392 187	170.0 x 26.0 x 8.5			Compound steam HP 65 11 knots. West African coastal trade. Sank.
FORCADOS (II)	1907	EDC 1907-1908 ELL 1908-1925	397 191	170.0 x 26.0 x 8.5			Compound steam HP 65 11 knots. West African coastal trade.

NIGER (III)	1908	ASSC 1908-1916	980 606	225.0 x 36.1 x 13.2		4 Cabins	2 x triple expansion. NHP 114 Twin screw. 9.5 knots. Wrecked.
LANDANA (III)	1904	ASSC 1908-1910	4070 2586	375.3 x 47.0 x 23.2			2 x triple expansion. NHP 589 Twin screw. 13 knots.
LOKOJA (III)	1908	EDC 1908-1908 BASNCL 1908-1933 EDLL 1933-1934	981 576	225.0 x 36.1 x 13.2			2 x triple expansion. NHP 114 Twin screw. 9.5 knots.
BARO (I) 1908-1919 ILORIN (II)	1908	EDC 1908-1908 BASNCL 1908-1933	957 551	225.0 x 36.2 x 13.1		4 Cabins	2 x triple expansion. NHP 132 Twin screw. 10 knots.
BIDA (II) 1908-1920 IBADAN (II)	1908	ASSC 1908-1932	963 554	225.0 x 36.2 x 13.1		8	2 x triple expansion. NHP 133 Twin screw. 10 knots.
JAMAICA	1908	ELL 1908-1912	1138 602	220.0 x 34.0 x 14.9		44 First 20 Second	Triple expansion. NHP 171 12 knots.
KONAKRY	1908	BASNCL 1908-1918	4406 2331 In 1916: 5743 4255	360.3 x 52.3 x 25.9		12	Triple expansion. NHP 339 10.5 knots. Constructive total loss after collision.

UROMI	1909	EDC 1909-1922 ASSC 1925-1933 EDLL 1933-1936	962 556 In 1925: 969 556	225.0 x 36.2 x 13.1		8	2 x triple expansion. NHP 133 Twin screw. 10 knots.
SHONGA (I)	1909	EDC 1909-1910 ELL 1910-1915 ASSC 1915-1928	3044 1911	340.1 x 46.0 x 23.0			Triple expansion. NHP 335 11 knots. Wrecked.
WINNEBA (I)	1909	EDC 1909-1910 BASNCL 1910-1913	3040 1908	340.1 x 46.0 x 23.0			Triple expansion. NHP 335 11 knots. Wrecked.
BASSAM 1909-1921 SULIMA (I)	1909	EDC 1909-1910 BASNCL 1910-1927	3040 1909	340.3 x 46.0 x 23.0		Limited	Triple expansion. NHP 335 11 knots.
HARTLEY	1903	BASNCL 1910-1918	1150 725	229.0 x 33.5 x 14.7			Triple expansion. NHP 151 Torpedoed and sunk.
KADUNA (I)	1910	EDC 1910-1911 IDLL 1911-1923	4455 2308	360.1 x 52.0 x 26.2		12	Triple expansion. NHP 339 10.5 knots.
TAMELE (I)	1910	EDC 1910-1910 BASNCL 1910-1917	3924 2420 In 1917: 3932 2422	360.1 x 50.2 x 22.7			Triple expansion. NHP 370 11.5 knots. Torpedoed and sunk.

ONITSHA (I)	1910	EDC 1910-1910 BASNCL 1910-1932	3921 2422	360.2 x 50.1 x 22.7		30	Triple expansion. NHP 370 11 knots.
KWARRA (II)	1910	EDC 1910-1911 IDLL 1911-1924	4441 2304 In 1917: 5816 3220	360.0 x 52.0 x 26.1		12	Triple expansion. NHP 428 10.5 knots.
AKASSA (II)	1910	ELL 1910-1917	3919 2420	360.2 x 50.1 x 22.7		30	Triple expansion. NHP 370 11 knots. Torpedoed and sunk.
BENGUELA (II)	1910	IDLL 1910-1933	5520 3534	425.5 x 53.0 29.2			Triple expansion. NHP 566 14 knots.
ELMINA (III)	1906	ASSC 1910-1928	4792 2997	380.4 x 47.7 x 22.9		138 First 72 Second	Triple expansion. NHP 424 14 knots.
SIR GEORGE	1909	ASSC 1911-1933 EDLL 1933-1935	1254 733	240.0 x 38.1 x 14.1			2 x triple expansion. NHP 113 Twin screw.
BANSARA	1911	WALTCL 1911-1934	127 71	105.0 x 21.2 x 6.7			2 x triple expansion. HP 80 Twin screw. West African coastal trade.
VIERA Y CLAVIJO (II)	1912	IMSCL 1912-30	862 501	210.2 x 30.0 x 9.9		176	Triple expansion. NHP 139 11 knots.
LEON Y CASTILLO (II)	1912	IMSCL 1912-1930	871 486	210.0 x 30.0 x 10.2		190	Triple expansion. NHP 140 11 knots.

LA PALMA	1912	IMSCL 1912-1930	871 468	210.0 x 30.0 x 10.2		190	Triple expansion. NHP 140 11 knots.
LANZAROTE	1912	IMSCL 1912-1932	475 189	160.0 x 25.9 x 10.4			Triple expansion. NHP 100 10 knots.
GOMERA HIERRA	1912	IMSCL 1912-1932	447 237	160.3 x 26.0 x 10.3			Triple expansion. NHP 100 10 knots.
FUERTEVENTURA	1912	IMSCL 1912-1932	478 187	160.0 x 25.9 x 10.4			Triple expansion. NHP 100 10 knots.
EBANI (I)	1912	BASNCL 1912-1933 EDLL 1933-1938	4862 2963	405.1 x 54.0 x 23.5		12	Triple expansion. NHP 566 12 knots.
EBOE (IV)	1912	ASSC 1912-1933 EDLL 1933-1938	4866 2965	405.1 x 54.1 23.5			Triple expansion. NHP 566 12 knots.
ABOSSO (I)	1912	ASSC 1912-1917	7782 4762	425.6 x 57.3 x 31.4		400 First and Second	2 x quadruple expansion. NHP 516 Twin screw. 14 knots. Torpedoed and sunk.
APPAM 1913-1917 1919-1936 MANDINGO (IV) 1917-1919	1913	ASSC 1913-1933 EDLL 1933-1936	7781 4761	425.6 x 57.3 x 31.4		400 First and Second (later 250)	2 x quadruple expansion. NHP 516 Twin screw. 14 knots.
ELELE	1913	BASNCL 1913-1917	4831 2963	405.0 x 54.1 x 23.4		12	Triple expansion. NHP 577 12 knots. Torpedoed and sunk.

ATTENDANT	1913	EDCL 1913-1915 ELL 1915-1932 EDLL 1932-1934	317 120	124.7 x 27.2 x 10.8			2 x triple expansion. HP 91 Twin screw. West African coastal trade.
ELOBY	1913	BASNCL 1913-1917	4820 2958	405.0 x 54.1 x 23.4		12	Triple expansion. NHP 577 12 knots. Torpedoed and sunk.
OTTA	1913	BASNCL 1913-1936	143 87	121.5 x 18.7 x 6.8			Tug. West African coastal trade.
ILA	1914	BASNCL 1914-1933 EDLL 1933-1935	299 198	135.0 x 25.1 x 9.1			300 tons dead weight. 2 x diesel. NHP 69 Twin screw. 8 knots. West African coastal trade.
IFE	1914	ASSC 1914-1930	299 198	134.9 x 25.1 x 9.1			300 tons dead weight. 2 x diesel. NHP 69 Twin screw. 8.25 knots. West African coastal trade.
FREDA	1914	EDCL 1914-1933	58 7	70.5 x 16.0 x 6.6			Tug. Compound steam. HP 42 West African coastal trade.

EGORI (I)	1914	BASNCL 1914-1915 ELL 1915-1917 ASSC 1917-1933 EDLL 1933-1939	4995 3023 In 1915: 6649 4876 In 1925: 4998 3023	405.6 x 54.3 x 23.5		12	Triple expansion. NHP 574 12 knots.
EGBA	1914	ASSC 1914-1933 EDLL 1933-1943	4989 3024 In 1940: 6681 4815	405.9 x 54.3 x 23.5		12	Triple expansion. NHP 574 12 knots.
ABINSI	1910	ELL 1914-1917 ASSC 1917-1933	6365 3914	400.5 x 53.5 x 31.5		120 First 18 Second	2 x quadruple expansion. NHP 816 Twin screw. 13.5 knots.
OBUASI (I)	1910	BASNCL 1914-1917	4143 2576	360.1 x 50.1 x 22.8			Triple expansion. NHP 367 11 knots. <i>Torpedoed and sunk.</i>
APAPA (I)	1914	ASSC 1914-1917	7832 4812	425.7 x 57.3 x 31.3		400 First and Second	2 x quadruple expansion. NHP 516 Twin screw. 14 knots. <i>Torpedoed and sunk.</i>
GABOON (II)	1915	BASNCL 1915-1933	3297 2005	337.0 x 48.5 x 22.6		8	Triple expansion. NHP 429 11 knots.
FRESCO	1915	EDCL 1915-1915	74	75.1 x 17.1 x 7.8			Tug. Compound steam. HP 42 West African coastal trade.

MONTEZUMA (III)	1915	EDCL 1915-1916	7237 4593	435.9 x 55.3 x 35.2			2 x diesel NHP 655 Twin Screw. 10.5 knots.
GAMBIA (V)	1915	BASNCL 1915-1933	3296 1997	337.0 x 48.5 x 22.6			Triple expansion. NHP 429 11 knots.
MANXMAN	1888	EDCL 1915-1916	4827 3122	430.7 x 45.2 x 30.0			Triple expansion. NHP 520 13 knots.
ILESHA	1914	EDCL 1915-1915	109 52	89.2 x 17.0 x 7.3			2 x diesel. Twin screw. West African coastal trade. Sank.
BENITO (II)	1907	IDLL 1917-1917	4712 3021	390.0 x 52.2 x 26.4			Triple expansion. NHP 471 10 knots. <i>Torpedoed and sunk.</i>
IKBAL	1894	EDCL 1917-1917	5434 3490	445.2 x 49.1 x 30.2			2 x triple expansion. NHP 469 Twin screw. 11.5 knots. <i>Torpedoed and sunk.</i>
INDORE	1898	EDCL 1918-1925	7300 4775	480.0 x 52.3 x 27.0			Triple expansion. NHP 665 13 knots.
ROQUELLE (III)	1918	IDLL 1918-1927	4364 2761	348.6 x 49.9 x 23.6			Triple expansion. NHP 327 10 knots.
BASSA (II)	1918	ASSC 1919-1933 EDLL 1933-1940	5267 3202	400.1 x 52.3 x 28.4			8075 tons dead weight. Triple expansion. NHP 517 11 knots. <i>Torpedoed and sunk.</i>

BATHURST (II)	1919	BASNCL 1919-1920 ELL 1920-1933	5233 3181	400.1 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots.
BONNY (III)	1919	BASNCL 1919-1919 EDCL 1919-1920 ELL 1920-1921 BASNCL 1921-1928	5173 3165	400.0 x 52.3 x 28.4			8075 tons dead weight. Triple expansion. NHP 369 11 knots. Wrecked.
MATADI (II)	1919	EDCL 1919-1921	3097 1879	331.3 46.8 x 23.2			5050 tons dead weight. Triple expansion. NHP 358 11.5 knots.
BOUTRY	1919	EDCL 1919-1920 ASSC 1920-1933	5182 3192	400.0 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots.
BIAFRA (IV)	1919	EDCL 1919-1920 ASSC 1920-1933 EDLL 1933-1951	5405 3299	400.4 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots.
BODNANT	1919	EDCL 1919-1919 ASSC 1919-1933 EDLL 1933-1940	5258 3177 In 1919: 5342 3230	401.0 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots. Sank after collision.

MATEBA	1919	EDCL 1919-1921	2955 1757	331.2 48.0 x 22.1			5050 tons dead weight. Triple expansion. NHP 358 11.5 knots.
NEW BRUNSWICK	1919	EDCL 1919-1920 ELL 1920-1933 EDLL 1933-1942	6529 4028	412.6 x 55.8 x 34.4			10500 tons dead weight. Triple expansion. NHP 517 10 knots. Torpedoed and sunk.
NEW GEORGIA	1919	EDCL 1919-1921 BASNCL 1921-1933	6566 4044	412.6 x 55.8 x 34.4			10400 tons dead weight. Triple expansion. NHP 517 11 knots.
NEW MEXICO	1919	EDCL 1919-1920 ELL 1920-1933 EDLL 1933-1933	6566 4044	412.6 x 55.8 x 34.4			10400 tons dead weight. Triple expansion. NHP 517 11 knots.
BAKANA (II)	1919	EDCL 1919-1919 BASNCL 1919-1920 ELL 1920-1929	5384 3253	400.4 x 52.3 x 28.5			8175 tons dead weight. Triple expansion. NHP 369 11 knots.
NEW TEXAS	1919	EDCL 1919-1921 BASNCL 1921-1933 EDLL 1933-1955	6568 4044	412.6 x 55.8 x 34.4		1 Double-berth stateroom	10400 tons dead weight. Triple expansion. NHP 517 11 knots.

NEW TORONTO	1919	EDCL 1919-1920 BASNCL 1920-1933 EDLL 1933-1942	6568 4044	412.6 x 55.8 x 34.4			10400 tons dead weight. Triple expansion. NHP 517 11 knots. Torpedoed and sunk.
BEREBY	1919	EDCL 1919-1924 ASSC 1924-1933 EDLL 1933-1941	5248 3179	400.2 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots. Wrecked.
BATA	1919	EDCL 1919-1920 ASSC 1920-1933	5260 3212 In 1920: 5328 3278	400.8 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots. Two African boys from Freetown joined as cadets in 1926. Thought to be the first African boys to ever become cadets on a British ship.
JEBBA (II)	1917	ASSC 1919-1933	5875 4278	385.3 x 51.2 x 25.5			9160 tons dead weight. Triple expansion. NHP 440 10 knots.
BADAGRY (II)	1919	BASNCL 1919-1930 IDLL 1930-1933	5161 3149	400.2 x 52.4 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots.
BARRACOO	1919	EDCL 1919-1920 ASSC 1920-1933	5234 3155	400.3 x 52.3 x 28.5			8075 tons dead weight. Triple expansion. NHP 517 11 knots.

TOWYN	1917	EDCL 1919-1933	63	71.9 x 18.2 x 8.4			Tug. West African coastal trade.
BURUTU (II)	1918	BASNCL 1920-1934	5275 3220	400.1 x 52.4 x 28.4			8075 tons dead weight. Triple expansion. NHP 517 11 knots.
JEKRI	1917	EDCL 1920-1921 BASNCL 1921-1933	5875 4278	385.3 x 51.2 x 25.5			9160 tons dead weight. Triple expansion. NHP 440 10 knots.
NEW BRIGHTON	1920	ASSC 1920-1933 EDLL 1933-1933	6538 4044	412.6 x 55.8 x 34.4			10400 tons dead weight. 2 x steam turbines. NHP 678 11 knots.
ABA	1918	BASNCL 1920-1933 EDLL 1933-1947	7937 4596	450.5 x 55.8 x 36.6		255 First 140 Second and Third	4858 tons dead weight. 2 x diesel NHP 1140 Twin Screw. 14 knots.
BOMA (II)	1920	BASNCL 1920-1933 EDLL 1933-1940	5408 3313	400.6 x 52.3 x 28.5		6 First	8075 tons dead weight. Triple expansion. NHP 517 11 knots. Torpedoed and sunk.
NEW BROOKLYN	1920	EDCL 1920-1920 BASNCL 1920-1933 EDLL 1933-1954	6546 4023	412.6 x 55.8 x 34.4			10400 tons dead weight. Triple expansion. NHP 517 10 knots.
FANTEE (II)	1920	EDCL 1920-1933	5663 3527	399.5 x 53.0 x 32.8			9000 tons dead weight. Triple expansion. NHP 517 11 knots.

EKARI	1920	EDCL 1920-1921 ASSC 1921-1926	6741 4090	405.2 x 54.2 x 23.9		45 Double-berth cabins	3 x steam turbines. NHP 630 11.5 knots.
NEW COLUMBIA	1920	ASSC 1920-1933 EDLL 1933-1943	6574 4044	412.6 x 55.8 x 34.4			10400 tons dead weight. Triple expansion. NHP 517 10 knots. Pioneered the bulk palm oil trade from West Africa to the USA. Torpedoed and sunk.
CALGARY	1921	BASNCL 1921-1933 EDLL 1933-1957	7206 4486	440.1 x 59.2 x 31.1		8 First	10600 tons dead weight. 3 x steam turbines. NHP 667 12 knots.
BOMPATA	1921	EDCL 1921-1923 BASNCL 1923-1933 EDLL 1933-1934	5570 3352	410.4 x 54.3 x 27.9		6 First	8200 tons dead weight. 2 x steam turbines. NHP 590 11 knots.
COCHRANE	1923	ASSC 1923-1933 EDLL 1933-1957	7203 4485 In 1933: 7276 4431	440.0 x 59.2 x 31.1		8 First	10600 tons dead weight. 3 x steam turbines. NHP 667 12 knots.
ADDA	1922	ASSC 1922-1933 EDLL 1933-1941	7816 4663	435.3 x 57.3 x 31.3		225 First 74 Second 32 Third	6405 tons dead weight. 2 x diesel NHP 1317 Twin Screw. 14 knots. Torpedoed and sunk.

CALUMET	1923	IDLL 1923-1933 EDLL 1933-1955	7268 4462	440.2 x 59.2 x 31.1		8 First	10627 tons dead weight. 3 x steam turbines. NHP 667 12 knots.
EDIBA 1923-1929 MATTAWIN	1923	EDCL 1923-1924 ASSC 1924-1933 EDLL 1933-1942	6919 4220	406.0 x 54.2 x 32.9		12 First	9190 tons dead weight. 2 x diesel NHP 810 Twin Screw. 11 knots. Torpedoed and sunk.
CARIBOO	1924	EDCL 1924-1928	7275 4463	440.4 x 59.2 x 31.1		8 First	10600 tons dead weight. 3 x steam turbines. NHP 667 12 knots. Wrecked.
WESTMERE	1922	WALTCL 1924-1939	44	60.2 x 16.1 x 6.9			Tug. Compound steam. NHP 38 West African coastal trade.
INDE	1924	NTCL 1924-1932 EDLL 1932-1957	135 89	105.1 x 20.1 x 6.4			2 x diesel NHP 119 Twin Screw. West African coastal trade.
ACCRA (II)	1926	BASNCL 1926-1933 EDLL 1933-1940	9337 5471	450.8 x 62.3 x 31.3		243 First 76 Second	6512 tons dead weight. 2 x diesel NHP 1651 Twin Screw. 14 knots. Torpedoed and sunk.

APAPA (II)	1927	BASNCL 1927-1933 EDLL 1933-1940	9333 5472	450.7 x 62.3 x 31.3		243 First 76 Second	6512 tons dead weight. 2 x diesel NHP 1651 Twin Screw. 14 knots. Bombed and sunk.
DUNKWA (I)	1927	BASNCL 1927-1933 EDLL 1933-1941	3789 1996 In 1940: 4752 2841	355.3 x 49.2 x 22.4		12 First	5870 tons dead weight. Diesel NHP 489 10 knots. Torpedoed and sunk.
DIXCOVE (I)	1927	BASNCL 1927-1933 EDLL 1933-1941	3790 1995	355.4 x 49.2 x 22.4		12 First	5870 tons dead weight. Diesel NHP 489 10 knots. Torpedoed and sunk.
DARU (I)	1927	BASNCL 1927-1933 EDLL 1933-1941	3839 2106 In 1940: 3894 2127	355.4 x 49.2 x 22.4		12 First	5870 tons dead weight. Diesel NHP 489 10 knots. Bombed and sunk.
KING TOM	1927	WALTCL 1927-1953		54.1 x 14.1 x 4.7			Passenger ferry. 2 x diesel BHP 320 Twin Screw. West African coastal trade.
DAGOMBA	1928	BASNCL 1928-1933 EDLL 1933-1942	3845 2100	355.3 x 49.2 x 22.4		12 First	5870 tons dead weight. Diesel NHP 489 10 knots. Torpedoed and sunk.

DEIDO (I)	1928	ASSC 1928-1933 EDLL 1933-1958	3878 2122 In 1940: 3894 2143	356.6 x 49.2 x 22.4		8 First	5851 tons dead weight. Diesel NHP 489 10 knots.
SUBU	1916	WALTCL 1928-1929	136 91	105.5 x 21.1 x 7.1			2 x diesel NHP 26 Twin Screw. West African coastal trade. Destroyed by fire.
OKUNI	1928	NTCL 1928-1934 EDLL 1934-1959 WALTCL 1959-1989	78 49	71.1 x 17.1 x 6.4			2 x diesel BHP 140 Twin Screw. 10 knots. West African coastal trade.
KWAIBO	1928	NTCL 1928-1934 EDLL 1934-1941	396 223	157.5 x 26.1 x 9.3		4 State Rooms	2 x diesel NHP 197 Twin Screw. 9.5 knots. West African coastal trade. Wrecked
SERABU	1916	WALTCL 1928-1971	137 90	105.5 x 21.1 x 7.3			Diesel NHP 26 West African coastal trade.
NAKWA	1929	WALTCL 1929-1939	79 10	71.0 x 16.1 x 7.7			Tug. Compound steam. NHP 39 West African coastal trade.

MILVERTON	1920	BASNCL 1929-1931 EDCL 1931-1933 EDLL 1933-1934	6754 4123	406.0 x 54.2 x 32.9		12	9030 tons dead weight. 2 x diesel NHP 810 Twin Screw. 10.5 knots.
HENRY STANLEY	1929	ASSC 1929-1935 EDLL 1935-1942	4028 2188 In 1940: 5026 3044	370.5 x 51.6 x 20.1		12	5650 tons dead weight. Diesel NHP 652 12.5 knots. Torpedoed and sunk.
MARY KINGSLEY	1930	ASSC 1930-1935 EDLL 1935-1954	4017 2175 In 1940: 5021 3037 In 1947: 4083 2166	370.5 x 51.6 x 20.1		12	5650 tons dead weight. Diesel NHP 640 12.5 knots.
DAVID LIVINGSTONE	1930	BASNCL 1930-1935 EDLL 1935-1953	4022 2175 In 1940: 5031 3032 In 1947: 4091 2168	370.6 x 51.6 x 20.1		12	5860 tons dead weight. Diesel NHP 652 12.5 knots.
MARY SLESSOR	1930	BASNCL 1930-1935 EDLL 1935-1943	4016 2163 In 1940: 5027 3041	370.6 x 51.1 x 20.1		12	5650 tons dead weight. Diesel NHP 652 12.5 knots. Mined and sunk.

WILLIAM WILBERFORCE	1930	ASSC 1930-1935 EDLL 1935-1943	4013 2165 In 1940: 5004 3032	370.2 x 51.7 x 20.1		12	5650 tons dead weight. Diesel NHP 652 12.5 knots. Torpedoed and sunk.
EDWARD BLYDEN	1930	BASNCL 1930-1935 EDLL 1935-1941	4022 2155 In 1940: 5003 3024	370.6 x 51.6 x 20.1		12	5860 tons dead weight. Diesel NHP 652 12.5 knots. Torpedoed and sunk.
MACGREGOR LAIRD (II)	1930	ASSC 1930-1935 EDLL 1935-1953	4015 2167 In 1941: 4992 3026	370.1 x 51.7 x 20.1		12	5650 tons dead weight. Diesel NHP 652 12.5 knots.
ALFRED JONES	1930	BASNCL 1930-1935 EDLL 1935-1941	4022 2155 In 1940: 5018 3028	370.6 x 51.6 x 20.1		12	5650 tons dead weight. Diesel NHP 652 12.5 knots. Torpedoed and sunk.
ACHIMOTA	1931	BASNCL 1931-1932	9576 5625	461.2 x 63.9 x 31.3		236 First 68 Second	6238 tons dead weight. 2 x diesel NHP 1385 Twin Screw. 15 knots.
NEVERN	1934	WALTCL 1934-1955	83 13	75.8 x 17.1 x 7.1			Tug. 2 x triple expansion. NHP 33 Twin Screw. West African coastal trade.
ILORIN (III)	1920	EDLL 1934-1942	815 413	189.4 x 30.3 x 12.6			Triple expansion. HP 99 9 knots. Torpedoed and sunk.

NORTHOP	1934	EDLL 1934-1989	70 19	72.1 x 17.6 x 5.8			Tug. Diesel NHP 93 West African coastal trade.
CALABAR (III)	1935	EDLL 1935-1953	1932 1097 In 1948: 1964 1058	249.4 x 41.2 x 16.3		40 First 12 Third	Diesel NHP 404 13 knots.
ABOSSO (II)	1935	EDLL 1935-1942	11330 6743	460.8 x 65.2 x 31.5		251 First 74 Second 32 Third	2 x diesel NHP 1660 Twin Screw. 15 knots. Torpedoed and sunk.
NUNEATON	1935	EDLL 1935-1957	42 2	53.1 x 14.1 x 6.0			Tug. Diesel NHP 70 West African coastal trade.
IKPA	1925	WALTCL 1935-1959	115 67	105.0 x 22.5 x 4.5			Compound steam. West African coastal trade.
SOBO (II)	1937	EDLL 1937-1963	4124 2321 In 1940: 5353 3154 In 1947: 4173 2413	379.0 x 52.7 x 21.3		12	5987 tons dead weight. Diesel BHP 3100 12.5 knots.
SWEDRU (I)	1937	EDLL 1937-1941	4124 2321 In 1940: 5379 3172	379.0 x 52.7 x 21.3		12	5987 tons dead weight. Diesel BHP 3100 12.5 knots. Bombed and later sunk.

ARETE	1925	EDLL 1937-1947	898 509	197.7 x 30.6 x 12.2			Triple expansion. NHP 106 9 knots.
NORTHWICH	1937	WALTCL 1937-1956	71 16	72.3 x 17.6 x 5.9			Tug. Diesel NHP 39 West African coastal trade.
NEMBE (II)	1937	EDLL 1937-1964	71 16	72.3 x 17.6 x 5.9			Tug. Diesel NHP 39 West African coastal trade.
ORON (II)	1938	WALTCL 1938-1974	277 121	131.5 x 30.1 x 8.2		4 First 250 Deck	Ferry. 2 x diesel BHP 600 Twin Screw. 11.5 knots. West African coastal trade.
IFON	1938	EDLL 1938-1959	155 105	105.3 x 26.1 x 6.4			2 x diesel Twin Screw. West African coastal trade.
SEAFORTH	1939	EDLL 1939-1941	5459 3211	378.0 x 52.7 x 21.3		12	5459 tons dead weight. Diesel BHP 3100 12.5 knots. Torpedoed and sunk.
SANSU (II)	1939	EDLL 1939-1961	5446 3196 In 1955: 4174 2345	378.0 x 52.7 x 21.3		12	5927 tons dead weight. Diesel BHP 3100 12.5 knots.

SANGARA (III)	1939	EDLL 1939-1943 1944-1960	5445 3196 In 1947: 4189 2329	378.0 x 52.7 x 21.3		12	Diesel BHP 3100 12.5 knots. Torpedoed and sunk. Subsequently recovered, repaired and refurbished. In 1947: 5927 tons dead weight.
AUCHMACOY	1939	EDLL 1941-1950	255 119	114.6 x 23.1 x 8.4			Ferry. Diesel NHP 52 8.5 knots. West African coastal trade.
PENRITH CASTLE 1929-1946 FANTEE (III)	1929	EDLL 1943-1949	6369 3870	464.6 x 60.3 x 25.8		4	2 x diesel BHP 4600 Twin Screw. 13.5 knots. Wrecked.
THURLAND CASTLE 1929-1946 FULANI (III)	1929	EDLL 1943-1958	6369 3807 In 1946: 6359 3833	464.6 x 60.3 x 25.8		4 In 1950: 8	9710 tons dead weight. 2 x diesel BHP 4600 Twin Screw. 13.5 knots.
GREYSTOKE CASTLE 1927-1946 FREETOWN (I)	1928	EDLL 1943-1958	5853 3622	428.0 x 56.1 x 28.9			8944 tons dead weight. 2 x diesel BHP 4000 Twin Screw. 13.5 knots.
TARKWA	1944	EDLL 1944-1967	7416 4272	458.9 x 59.3 x 26.1		40 In 1957: 32 Third added	7620 tons dead weight. Diesel BHP 4400 13.5 knots.

TAMELE (I)	1945	EDLL 1945-1967	7172 4140	452.5 x 58.7 x 26.1		36	8170 tons dead weight. 2 x diesel BHP 5950 Twin Screw. 14.5 knots.
CABANO	1943	EDLCL 1946-1950 EDLL 1950-1960	7157 4244 In 1950: 7157 4319 In 1959: 6708 4307	441.5 x 57.2 x 26.9			10109 tons dead weight. Triple expansion. IHP 2500 11 knots.
CAMBRAY	1944	EDLCL 1946-1950 EDLL 1950-1960	7165 4299 In 1956: 7209 4338	441.6 x 57.2 x 26.9			10310 tons dead weight. Triple expansion. IHP 2500 11 knots. The last Elder Dempster vessel to operate on the Canada-Cape service.
CARGILL	1943	EDLCL 1946-1950 EDLL 1950-1960	7152 4240 In 1950: 7152 4313 In 1959: 7216 4334	441.6 x 57.2 x 26.9			10190 tons dead weight. Triple expansion. IHP 2500 11 knots.
CHANDLER	1944	EDLCL 1946-1950 EDLL 1950-1960	7161 4221 In 1959: 7212 4339	441.6 x 57.2 x 26.9			10246 tons dead weight. Triple expansion. IHP 2500 11 knots.

COTTRELL	1944	EDLCL 1946-1950 EDLL 1950-1961	7163 4218 In 1959: 7217 4335	441.6 x 57.2 x 26.9			10310 tons dead weight. Triple expansion. IHP 2500 11 knots.
KNOWLTON	1922	EDLL 1946-1951	2068 1219	251.2 x 43.0 x 16.6			Triple expansion. NHP 188 8 knots.
OXFORD	1923	EDLL 1946-1950	1893 1125	252.0 x 42.5 x 17.5			Triple expansion. NHP 111 8 knots.
SAPELE (III)	1945	EDLL 1946-1962	974 370	224.5 x 36.7 x 14.0		2	1219 tons dead weight. Triple expansion. IHP 900 12 knots.
FORCADOS (III)	1945	EDLL 1946-1962	974 371	224.5 x 36.7 x 14.0		2	1219 tons dead weight. Triple expansion. IHP 900 12 knots.
WARRI (II)	1945	EDLL 1946-1956	974 380	224.5 x 36.7 x 14.0		2	1219 tons dead weight. Triple expansion. IHP 900 12 knots.
ZINI	1943	EDLL 1947-1959	7256 4447	441.7 x 57.0 x 27.8			10642 tons dead weight. Triple expansion. IHP 2500 10 knots.
ZUNGERU (II)	1943	EDLL 1947-1958	7255 4236	441.7 x 57.0 x 27.8			10642 tons dead weight. Triple expansion. IHP 2500 10 knots.

ZUNGON	1943	EDLL 1947-1958	7267 4444	441.8 x 57.0 x 27.8			10642 tons dead weight. Triple expansion. IHP 2500 10 knots.
ACCRA (III)	1947	EDLL 1947-1967	11599 6448	471.0 x 66.2 x 25.6		245 First 24 Second 150 Deck	7112 tons dead weight. 2 x diesel BHP 9400 Twin Screw. 15 knots.
SHERBRO (II) 1947-1965 MATRU	1947	EDLL 1947-1965 GGLL 1965-1967	4810 2636	408.0 x 57.2 x 22.4		12 In 1966: Nil	6181 tons dead weight. Diesel BHP 3100 12.5 knots.
SHONGA (II) 1947-1965 MALLAM	1947	EDLL 1947-1965 GGLL 1965-1967	4810 2656	408.0 x 57.2 x 22.4		12 In 1966: Nil	6330 tons dead weight. Diesel BHP 3100 12.5 knots.
SALAGA (II) 1947-1965 MAMFE	1947	EDLL 1947-1965 GGLL 1965-1968	4810 2634	408.0 x 57.2 x 22.3		12 In 1966: Nil	6350 tons dead weight. Diesel BHP 3100 12.5 knots.
SEKONDI (II) 1947-1965 MAMPONG	1948	EDLL 1948-1965 GGLL 1965-1967	4811 2634	408.0 x 57.2 x 22.4		12 In 1966: Nil	6201 tons dead weight. Diesel BHP 3100 12.5 knots.
APAPA (III)	1948	EDLL 1948-1968	11607 6453 In 1956: 11607 6412	471.0 x 66.2 x 25.5		245 First 24 Second 150 Deck	7112 tons dead weight. 2 x diesel BHP 9400 Twin Screw. 15 knots.

SULIMA (II) 1948-1965 MANO (I)	1948	EDLL 1948-1965 GGLL 1965-1967	4810 2636	408.6 x 57.2 x 22.3		12 In 1959: used for African cadets In 1966: Nil	6235 tons dead weight. Diesel BHP 3100 12.5 knots.
SWEDRU (II) 1948-1965 MARADI	1948	EDLL 1948-1965 GGLL 1965-1967	4809 2637	408.0 x 57.2 x 22.4		12	6325 tons dead weight. Diesel BHP 3100 12.5 knots.
NESTON	1945	EDLL 1949-1959	54 53	65.0 x 17.0 x 7.4			Tug. Compound steam. IHP 220 8.5 knots. West African coastal trade.
ILARO (II)	1949	EDLL 1949-1962 WALTCL 1962-1964	152 95	107.0 x 26.2 x 6.6			2 x diesel BHP 150 Twin Screw. West African coastal trade.
EKET	1950	WALTCL 1950-1972	394 169	173.1 x 30.1 x 8.2		4 Cabin 1050 Deck	Ferry. 2 x diesel BHP 600 Twin Screw. 11.5 knots. West African coastal trade.
IGBO	1950	EDLL 1950-1959 WALTCL 1959-1964	152 95	107.0 x 26.2 x 6.6			2 x diesel BHP 150 Twin Screw. West African coastal trade.
PRAH (II)	1944	EDLL 1950-1959	7339 5278	447.9 x 56.2 x 26.9		8	9711 tons dead weight. Triple expansion. IHP 2825 11 knots.

IBI	1950	EDLL 1950-1960 WALTCL 1960-1966	152 95	107.0 x 26.2 x 6.6			2 x diesel BHP 150 Twin Screw. West African coastal trade.
BARO (II)	1950	EDLL 1950-1961	1517 684	250.0 x 38.2 x 14.9			1530 tons dead weight. Triple expansion. IHP 1000 11 knots.
NUBIA (II)	1944	EDLL 1950-1959	54 53	65.0 x 17.0 x 7.4			Tug. Compound steam. IHP 220 8.5 knots. West African coastal trade.
BENIN (IV)	1950	EDLL 1950-1960	2483 1282	312.0 x 44.2 x 17.7			3130 tons dead weight. Triple expansion. IHP 1100 11 knots.
BENUE (II)	1943	EDLL 1951-1952	1814 1026	259.0 x 42.1 x 18.0			2843 tons dead weight. Triple expansion. IHP 1300 11 knots.
BIDA (III)	1943	EDLL 1951-1952	1791 1023	259.0 x 42.1 x 18.0			2843 tons dead weight. Triple expansion. IHP 1300 11 knots.
AUREOL	1951	EDLL 1951-1974	14083 7718 In 1969: 14083 6827	537.1 x 70.2 x 25.1		269 First 76 Cabin In 1969: 451	6937 tons dead weight. 2 x diesel BHP 9400 Twin Screw. 16 knots. On 16 th March 1972, became the last regular liner to sail from the port of Liverpool.

PROME	1937	BBSNCL 1952-1962	7043 4334	462.0 x 59.2 x 27.3		75 First	9400 tons dead weight. Steam Turbine. SHP 4700 14 knots.
SALWEEN	1938	BBSNCL 1952-1962	7063 4355	462.0 x 59.2 x 27.3		75 First	9400 tons dead weight. Steam Turbine. SHP 4700 14 knots.
KALEWA	1947	BBSNCL 1952-1963	4876 2855	446.3 x 56.2 x 24.9			8950 tons dead weight. Diesel BHP 2400 11 knots.
KATHA	1947	BBSNCL 1952-1962	4878 2851	446.5 x 56.2 x 24.9			8950 tons dead weight. Diesel BHP 2400 11 knots.
KANBE	1948	BBSNCL 1952-1962	4878 2851	446.6 x 56.2 x 24.9			8950 tons dead weight. Diesel BHP 2400 11 knots.
KALADAN	1950	BBSNCL 1952-1963	4916 2844	447.5 x 56.2 x 24.9			8950 tons dead weight. Diesel BHP 2400 11 knots.
EBOE (V)	1952	EDLL 1952-1977	9397 5242	508.3 x 64.3 x 27.8		12	10060 tons dead weight. Diesel BHP 8000 16 knots.

EBANI (III)	1952	EDLL 1952-1973 See Notes EDLL 1973-1977	9396 5241 In 1956: 9396 5200	508.3 x 64.3 x 27.8		12	10010 tons dead weight. Diesel BHP 8000 16 knots. In 1973: Transferred to CMSNCL for one round trip to the Far East.
ONITSHA (II)	1952	EDLL 1952-1972	5802 3171	449.4 x 62.3 x 22.5		12	6972 tons dead weight. Diesel BHP 3750 13 knots.
OBUASI (II)	1952	EDLL 1952-1972	5883 3147 In 1966 5895 3117	449.4 x 60.3 x 23.3		12 In 1966: Nil	7089 tons dead weight. Diesel BHP 3750 13 knots. Company's first Cadet Training Ship.
YOMA (I)	1948	BBSNCL 1952-1964	5809 3385	463.0 x 60.8 x 26.7		12	9920 tons dead weight. 3 x steam turbines. SHP 5500 14 knots.
MARTABAN	1948	BBSNCL 1952-1963	5740 3333	461.6 x 60.8 x 26.1		12	9895 tons dead weight. 3 x steam turbines. SHP 5500 14 knots.
KINDAT	1950	BBSNCL 1952-1962	5530 3204	454.9 x 58.2 x 25.1			9000 tons dead weight. Diesel BHP 3200 12 knots.
KADEIK	1952	BBSNCL 1952-1966	7489 4436 In 1956: 7489 4363	454.9 x 58.2 x 26.7			10200 tons dead weight. Diesel BHP 3300 12 knots.

KOYAN	1952	BBSNCL 1952-1966	5537 3193	454.9 x 58.2 x 25.1			9300 tons dead weight. Diesel BHP 3300 12 knots.
NUPE	1944	EDLL 1953-1956	54 53	65.0 x 17.0 x 7.4			Tug. Compound steam. IHP 220 8.5 knots. West African coastal trade.
KOHIMA (I)	1953	EDLL 1953-1966	5597 3182	454.9 x 58.2 x 25.1			9300 tons dead weight. Diesel BHP 3300 12 knots.
ITU	1954	WALTCL 1954-1967	129 64	110.5 x 21.0 x 2.7			Ferry. 46 tons dead weight. 2 x diesel BHP 240 Twin Screw. 9.5 knots. West African coastal trade.
PATANI (II)	1954	EDLL 1954-1972	6183 3312	449.9 x 60.3 x 26.0			10417 tons dead weight. Diesel BHP 2800 11 knots.
NUTTALL	1944	WALTCL 1954-1960	54 53	65.0 x 17.0 x 7.4			Tug. Compound steam. IHP 220 8.5 knots. West African coastal trade.
KENTUNG	1954	BBSNCL 1954-1966	5558 3093	455.1 x 58.2 x 25.0			9325 tons dead weight. Diesel BHP 3300 12 knots.

PERANG	1954	EDLL 1954-1972	6177 3439	449.9 x 60.4 x 26.0			10060 tons dead weight. Diesel BHP 2800 12 knots.
OWERRI (I)	1955	EDLL 1955-1972	6240 3371	450.0 x 62.3 x 23.0		12	7697 tons dead weight. Diesel BHP 3750 13 knots.
KANDAW	1955	BBSNCL 1955-1964 EDLL 1964-1967	5599 3126	455.0 x 58.3 x 25.1			9300 tons dead weight. Diesel BHP 3300 12.5 knots.
HILARY	1931	See Notes 1956-1957	7415 4206	442.0 x 56.2 x 24.6		93 First 138 Tourist	Chartered while ACCRA and APAPA refitting. 6179 tons dead weight. Triple expansion. LP turbine. IHP 6000 14.5 knots.
KADUNA (II)	1956	BBSNCL 1956-1972 See Notes BBSNCL 1972-1973	5599 3126	455.0 x 58.3 x 25.1			9301 tons dead weight. Diesel BHP 3300 12.5 knots. In 1972: Temporary transfer to CMSNCL.
OTI (I)	1956	EDLL 1956-1972	5485 2780	450.0 x 62.3 x 23.0			7840 tons dead weight. Diesel BHP 3750 13 knots.
ONDO	1956	EDLL 1956-1962	5435 2758	450.0 x 62.3 x 23.0			8000 tons dead weight. Diesel BHP 3750 13 knots.

EGORI (II)	1957	EDLL 1957-1972 See Notes EDLL 1972-1978	8586 4558	509.0 x 64.3 x 27.8			10300 tons dead weight. Diesel BHP 9000 16 knots. In 1972: Transferred to CMSNCL for one round trip to the Far East.
CALABAR (IV)	1936	EDLL 1957-1962	8305 4903	451.4 x 61.2 x 32.1		105	7200 tons dead weight. 2 x triple expansion. 2 x LP turbines. HP 7550 Twin screw. 13.5 knots.
WINNEBA (II)	1938	EDLL 1957-1963	8355 4923	451.4 x 61.2 x 32.1		105	7362 tons dead weight. 2 x triple expansion. 2 x LP turbines. HP 7550 Twin screw. 13.5 knots.
BHAMO	1957	BBSNCL 1957-1967 GGLL 1967-1979	5932 3098 In 1975: 5932 3098	470.0 x 60.0 x 26.5			9650 tons dead weight. In 1975: 9801 tons dead weight. Diesel BHP 5850 14 knots.
DARU (II) 1958-1965 YOMA (II) 1965-1965 DARU (II)	1958	EDLL 1958-1966 GGLL 1966-1979	6340 3385	460.0 x 62.2 x 27.5			9970 tons dead weight. Diesel BHP 5500 14 knots.
KUMBA	1958	BBSNCL 1958-1964 EDLL 1964-1973	5439 2996	454.9 x 58.3 x 25.1			9400 tons dead weight. Diesel BHP 3300 12 knots.

KABALA	1958	BBSNCL 1958-1960 EDLL 1960-1973	5445 2995	454.9 x 58.3 x 25.1			9360 tons dead weight. Diesel BHP 3300 12 knots.
PRAHSU (II) 1959-1964 KALAW 1964-1966 KOHIMA (II)	1959	EDLL 1959-1964 BBSNCL 1964-1966 EDLL 1966-1973	5445 3012	454.9 x 58.3 x 25.4			9400 tons dead weight. Diesel BHP 3300 12 knots.
DEGEMA	1959	EDLL 1959-1979	5902 3112	460.0 x 62.3 x 26.4			9700 tons dead weight. Diesel BHP 5500 14 knots.
DIXCOVE (II)	1959	EDLL 1959-1972 See Notes EDLL 1972-1979	5905 3114	460.0 x 62.3 x 26.4			9430 tons dead weight. Diesel BHP 5500 14 knots. In 1972: Temporary transfer to CMSNCL.
DUNKWA (II)	1960	EDLL 1960-1981	6109 3195	460.0 x 63.3 x 26.1			9572 tons dead weight. Diesel BHP 5700 14 knots.
DONGA	1960	BBSNCL 1960-1964 EDLL 1964-1972 Se Notes EDLL 1972-1981	6559 3486	465.0 x 63.1 x 26.3			10550 tons dead weight. Diesel BHP 5850 14 knots. In 1972: Transferred to CMSNCL for one round trip to the Far East.

DUMBAIA	1960	BBSNCL 1960-1964 EDLL 1964-1981	6558 3484	465.0 x 63.1 x 26.2			10550 tons dead weight. Diesel BHP 5850 14 knots.
DALLA	1961	BBSNCL 1961-1964 EDLL 1964-1972 See Notes EDLL 1972-1980	6564 3476	465.0 x 63.1 x 26.3			10550 tons dead weight. Diesel BHP 5850 14 knots. In 1972: Transferred to CMSNCL for one round trip to the Far East.
DEIDO (II)	1961	EDLL 1961-1979	6109 3195	460.0 x 63.3 x 26.1			9398 tons dead weight. Diesel BHP 5700 14 knots.
DUMURRA	1961	EDLL 1961-1980	6150 3262	460.0 x 63.3 x 26.1			9550 tons dead weight. Diesel BHP 5500 14 knots.
PEGU	1961	BBSNCL 1961-1964 EDLL 1964-1966 GGLL 1966-1972 See Notes EDLL 1972-1975 GGLL 1975-1980	5764 3031 In 1975: 5764 3031	465.9 x 60.2 x 25.7			9300 tons dead weight. In 1975: 9449 tons dead weight. Diesel BHP 5850 14 knots. In 1972: Transferred to CMSNCL for one round trip to the Far East.

FOURAH BAY	1961	EDLL 1961-1978	7704 4226	465.0 x 62.3 x 25.2		1 Double-berth owner's suite	8139 tons dead weight. Diesel BHP 7500 16 knots. Company's second Cadet Training Ship.
FALABA (II)	1962	EDLL 1962-1978	7703 4215	465.0 x 62.3 x 25.2		1 Double-berth owner's suite	8393 tons dead weight. Diesel BHP 7500 16 knots.
FORCADOS (IV)	1963	EDLL 1963-1973 See Notes EDLL 1973-1975	7689 4072	465.0 x 62.3 x 25.5		1 Double-berth owner's suite	8115 tons dead weight. Diesel BHP 7400 16 knots. In 1973: Transferred to CMSNCL for one round trip to the Far East.
FULANI (III)	1964	EDLL 1964-1975	7689 4072	465.0 x 62.3 x 25.5		1 Double-berth owner's suite	8150 tons dead weight. Diesel BHP 7400 16 knots.
FREETOWN (II)	1964	EDLL 1964-1967 GGLL 1967-1972 NSMO 1972-1978	7689 4072 In 1972: 7537 4002	465.0 x 62.3 x 25.5		1 Double-berth owner's suite	8115 tons dead weight. Diesel BHP 7400 16 knots.
FIAN	1964	EDLL 1964-1975	7689 4072	465.0 x 62.3 x 25.5		1 Double-berth owner's suite	8150 tons dead weight. Diesel BHP 7400 16 knots.

SUNJARV	1958	BBSNCL 1964-1970	10179 4882	488.5 x 62.2 x 30.7			15050 tons dead weight. Diesel BHP 4400 14 knots.
ELIZABETH HOLT	1953	EDLL 1965-1965	5579 2953	448.9 x 60.2 x 24.0			8024 tons dead weight. 2 x steam turbines. SHP 5500 14.5 knots.
FLORENCE HOLT	1953	EDLL 1965-1965	5579 3052	448.9 x 60.2 x 24.0			8024 tons dead weight. 2 x steam turbines. SHP 5500 14.5 knots.
ROSE OF LANCASTER	1957	EDLL 1965-1965	5197 2670	440.9 x 58.4 x 23.0			7000 tons dead weight. 2 x steam turbines. SHP 4800 14 knots.
MARY HOLT	1959	EDLL 1965-1965	5577 3083	463.4 x 60.0 x 24.7			8000 tons dead weight. 2 x steam turbines. SHP 4800 14 knots.
CARWAY	1967	EDLL 1967-1973	1597 944	290.5 x 49.2 x 12.5			776 tons dead weight. Diesel BHP 1864 14 knots.
SEALORD CHALLENGER 1967-1970 CLEARWAY (I) 1970-1970 SPEEDWAY (II)	1967	EDLL 1969-1973	1207 445	301.9 x 57.2 x 15.6			1700 tons dead weight. 2 x diesel BHP 2800 Twin Screw. 15 knots.

SPEEDWAY (I) 1970-1970 CLEARWAY (II)	1970	EDLL 1970-1978	1160 510	300.2 x 55.2 x 12.8			1021 tons dead weight. 2 x diesel BHP 3016 Twin Screw. 14 knots.
SKYWAY	1968	EDLL 1970-1973	1175 571	301.9 x 57.1 x 15.5		12	1575 tons dead weight. 2 x diesel BHP 2800 15 knots.
TITAN	1971	EDLL 1971-1975	113551 90609	1090.2 x 149.7 x 67.8			VLCC 226466 tons dead weight. 2 x steam turbines. SHP 32450 15.75 knots.
TALTHYBIUS	1944	EDLL 1971-1971	7313 4296	455.2 x 62.2 x 28.5			10750 tons dead weight. 2 x steam turbines. SHP 6000 15 knots.
CLYTONEUS	1948	EDLL 1971-1972	7436 4127	487.0 x 62.3 x 28.3			9240 tons dead weight. Diesel BHP 6800 15.5 knots.
CALCHAS	1947	EDLL 1971-1972	7436 4129	487.0 x 62.3 x 28.3			9300 tons dead weight. Diesel BHP 7300 15.5 knots.
POSTROVER	1972	EDLL 1972-1976	15144 10277	557.7 x 79.3 x 32.1			Vegetable Oil Tanker. 24293 tons dead weight. Diesel BHP 10200 16 knots.

AKOSOMBO	1950	EDLL 1972-1973	7431 4048	487.0 x 62.3 x 28.3			9380 tons dead weight. Diesel BHP 7600 16 knots.
LAERTES 1949-1972 IDOMENEUS	1949	EDLL 1972-1972 CMSNCL 1972-1975 EDLL 1975-1976	7467 4103 In 1975: 7431 4155	487.1 x 62.3 x 28.2			9430 tons dead weight. In 1975: 9554 tons dead weight. Diesel BHP 6800 16 knots.
MANO (II) 1972-1977 OTI (II)	1957	EDLL 1972-1978	8216 4501	494.6 x 65.3 x 28.1			9600 tons dead weight. Diesel BHP 8500 16.5 knots.
AGAMEMNON	1972	EDLL 1972-1977	16402 10422	579.9 x 75.2 x 34.5			Bulk Carrier. 26729 tons dead weight. Diesel BHP 11600 15.25 knots.
ANTENOR	1972	EDLL 1972-1978	16406 10420	579.9 x 75.2 x 34.5			Bulk Carrier. 26729 tons dead weight. Diesel BHP 11600 15.25 knots.
ACHILLES	1972	EDLL 1972-1978	16406 10420	579.9 x 75.2 x 35.0			Bulk Carrier. 26729 tons dead weight. Diesel BHP 11600 15.25 knots.
BELLEROPHON	1950	EDLL 1973-1976	7427 4084	487.0 x 62.3 x 28.2			9295 tons dead weight. Diesel BHP 7600 16 knots.

SHONGA (III)	1973	EDLL 1973-1984	9236 5197	478.6 x 70.8 x 27.7			11618 tons dead weight. Diesel BHP 9900 16.5 knots.
SHERBRO (III)	1974	EDLL 1974-1984	9239 5197	478.0 x 70.6 x 27.5			12091 tons dead weight. Diesel BHP 9900 16 knots.
ADRASTUS	1953	EDLL 1975-1978	7583 4213	487.2 x 62.4 x 28.4			9449 tons dead weight. Diesel BHP 7600 16 knots.
GLENLYON	1962	EDLL 1975-1975	11537 6774	543.8 x 74.7 x 30.1		12	11355 tons dead weight. Diesel BHP 18000 20 knots.
STENTOR	1946	CMSNCL 1975-1975 See Notes	9833 5537	497.3 x 64.3 x 29.7			10910 tons dead weight. Diesel BHP 6800 14.75 knots. In 1975: Placed on Elder Dempster West African Trades.
AUTOLYCUS	1949	EDLL 1975-1976	7420 4169	487.0 x 62.4 x 28.3			9440 tons dead weight. Diesel BHP 6800 15.5 knots.
ANTILOCHUS	1949	EDLL 1975-1976	7378 4140	487.0 x 62.3 x 28.2			9240 tons dead weight. Diesel BHP 6800 15.5 knots.

LYCAON (I)	1954	EDLL 1975-1976	7572 4164	487.2 x 62.3 x 28.5			9280 tons dead weight. Diesel BHP 7600 16 knots.
GLENFALLOCH	1963	EDLL 1975-1977	11537 6774	543.8 x 74.7 x 30.1		12	11445 tons dead weight. Diesel BHP 18000 20 knots.
AUTOMEDON	1948	EDLL 1975-1977	7416 4160	487.0 x 62.3 x 28.3			9320 tons dead weight. Diesel BHP 6800 15.5 knots.
POLYDORUS	1952	EDLL 1976-1978	7540 4190	487.2 x 62.3 x 28.4			9320 tons dead weight. Diesel BHP 7600 15.5 knots.
ELPENOR	1954	EDLL 1976-1977	7425 4152	487.0 x 62.4 x 28.2			9246 tons dead weight. Diesel BHP 7600 16 knots.
ATREUS	1951	EDLL 1977-1977	7548 4188	487.2 x 62.3 x 28.4			9280 tons dead weight. Diesel BHP 7600 15.5 knots.
OBUASI (III)	1959	EDLL 1977-1978	8246 4421	494.6 x 65.3 x 28.1			9825 tons dead weight. Diesel BHP 8500 16.5 knots.
ONITSHA (III)	1958	EDLL 1977-1978	8220 4539	494.7 x 65.3 x 28.9			9680 tons dead weight. Diesel BHP 8500 16.5 knots.

OPOBO (III)	1960	EDLL 1977-1978	8252 4531	494.7 x 65.3 x 28.9			9670 tons dead weight. Diesel BHP 8500 16.5 knots.
OWERRI (II)	1959	EDLL 1977-1978	8222 4524	494.5 x 65.3 x 28.9			9770 tons dead weight. Diesel BHP 8500 16.5 knots.
SOKOTO (III) 1979-1983 BELLO FOLAWIYO 1983-1984 SOKOTO (III)	1978	EDLL 1979-1983 See Notes 1984-1986	9145 5657	475.8 x 70.6 x 27.6			'Combo' ship. 11644 tons dead weight. Diesel BHP 9450 18 knots. 1983/1984: Chartered to Nigerian Green Lines Ltd.
SEKONDI (III) 1979-1985 BELLO FOLAWIYO 1985-1985 SEKONDI (III)	1979	EDLL 1979-1985 See Notes 1985-1986	9240 5167	475.8 x 70.6 x 27.6			'Combo' ship. 11587 tons dead weight. Diesel BHP 9450 18 knots. 1985/1985: Chartered to Nigerian Green Lines Ltd.
SAPELE (IV)	1980	EDLL 1980-1982 See Notes 1982-1983 EDLL 1983-1987	9240 5167	478.6 x 70.8 x 27.7			'Combo' ship. 11587 tons dead weight. Diesel BHP 9990 18 knots. 1982/1982: Chartered to UK Ministry of Defence. 1983/1983: Chartered to Curnow Shipping Ltd and then to Lamport and Holt Line Ltd.

MARON 1980-1981 STUDLAND BAY 1981-1982 MARON	1980	EDLL 1980-1981 See Notes 1981-1982 EDLL 1982-1986	16842 9192	539.9 x 85.5 x 35.0			'Combo' ship. 21310 tons dead weight. Diesel BHP 16800 18 knots. 1981/1982: Chartered to Overseas Containers Ltd.
MENTOR 1980-1981 CITY OF LONDON 1981-1982 MENTOR	1980	EDLL 1980-1981 See Notes 1981-1982 EDLL 1982-1985	16482 8872	539.9 x 85.5 x 35.0			'Combo' ship. 21180 tons dead weight. Diesel BHP 16800 18 knots. 1981/1982: Chartered to Overseas Containers Ltd.
MYRMIDON 1980-1984 CAPE TOWN CARRIER 1984-1985 MYRMIDON	1980	EDLL 1981-1982 See Notes 1982-1982 EDLL 1982-1984 See Notes 1984-1985 EDLL 1985-1986	16482 8872	540.0 x 85.5 x 35.0			'Combo' ship. 21215 tons dead weight. Diesel BHP 16800 18 knots. 1982/1982: Chartered to UK Ministry of Defence. 1984/1985: Chartered to Maritime Associated Carriers. The last vessel to be built for the Ocean Group.

MENELAUS	1977	EDLL 1985-1989	16030 8666	539.8 x 85.5 x 34.9			'Combo' ship. 21241 tons dead weight. Diesel BHP 16800 18 knots. Leased to Ocean Transport and Trading by Airlease International Nominees (Moorgate) Ltd. The last deep-sea vessel to operate for EDLL.
MELAMPUS	1977	EDLL 1985-1988	16031 8666	540.4 x 85.5 x 34.9			'Combo' ship. 21618 tons dead weight. Diesel BHP 16800 18 knots. Leased to Ocean Transport and Trading by Airlease International Nominees (Moorgate) Ltd.
MENESTHEUS 1977-1980 1983-1984 1985-1986 APAPA PALM	1977	EDLL 1985-1988	16031 8666	540.0 x 85.5 x 34.9			'Combo' ship. 21618 tons dead weight. Diesel BHP 16800 18 knots. Leased to Ocean Transport and Trading by Airlease International Nominees (Moorgate) Ltd.

This appendix does not include the following:

1. Vessels managed by Elder Dempster during the two World Wars.

2. Non-operational vessels, hulks, floating dock, etc.
3. The many small passenger launches, tugs and lighters operated by Elder Dempster in the West African coastal trade.

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