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## SS Deptford [+1915]

search: show prev. names [search](#) [advanced](#) [A-Z](#)

### Details

#### general

nationality: [british](#)  
 purpose: [transport](#)  
 type: [cargo](#)  
 subtype/class: [collier](#)  
 propulsion: [steamer](#)  
 date built: [1912](#)  
 status: [live](#) 




#### details

weight (tons): 1208 [grt](#)  
 dimensions: 70,1 x 10,82 x 4,39 m  
 material: [steel](#)  
 engine: [Steam triple expansion](#) by G. Clark Ltd. Sunderland, one single [boiler](#), single screw  
 armament: [none](#)  
 power: 170 [n.h.p.](#)  
 speed:  
 yard no.: 164

#### about the loss

cause lost: [mine](#)  
 date lost: [24/02/1915](#) [dd/mm/yyyy]  
 casualties: [† 1 rank 488](#)

#### about people

builder:  [Blyth Shipbuilding & Drydock Co. Ltd., Blyth](#)  
 engine by:  [George Clark Ltd., Sunderland](#)  
 owner:  [Cory Colliers Ltd. \(Wm. Cory & Son\), London](#)  
 captain: J. A. Firth

#### about the wreck

status: [well preserved](#)  
 depth: 30 max. / 37 min. (m)  
 orientation: 20°  
 location on seabed: [proud](#)  
 visibility: [average](#)  
 current: [normal](#)  
 sea bed: [mud](#)  
 protected: [no](#)  
 war grave: [no](#)

#### references

reference(s): [Carl Racey, A Century of Steamship Losses](#)

#### updates

entered by: [Allen Tony](#)  
 entered: 24/08/2007  
 last update: [Racey Carl](#)  
 last update: 15/12/2010

### Position

[1] [Lettens Jan](#) 01/10/2009

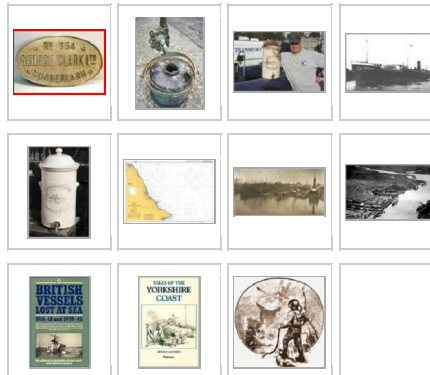
latitude: [UK hydro member](#)  
 longitude: [UK hydro member](#)  
 AIS: [check AIS](#)

### Pictures

[Racey Carl](#) 15/03/2009

#### Engine Maker's Plate

The Engine makers plate was recovered inscribed GEORGE CLARK Ltd. No 954 SUNDERLAND (Southwick Engine Works) - by a Filey SAA diver.

[insert new picture](#)

### Hydrographic Service UK

WRECK REPORT

HYDROGRAPHIC SERVICE  
FOR THE UK

DATABASE

WRECK REPORT

LIVE

The wrecksite has been derived in part from material obtained from the [UK Hydrographic Office](#) with the permission of the UK Hydrographic Office and Her Majesty's Stationery Office and the following authorities.

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### History

mark: [add\\_position\\_to\\_my\\_marks](#)  
 dist. homeport: [dist\\_homeport](#)  
 ref. used: [UK Hydrographic Office](#)

show neighbour. wrecks: [members\\_only](#)  
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[insert\\_new\\_position](#)

### The Wreck today

[Lettens Jan](#) 01/10/2009

[UK\\_hydro\\_member](#)

ref. used: [UK Hydrographic Office](#)

[Lettens Jan](#) 01/10/2009

[UK\\_hydro\\_member](#)

ref. used: [UK Hydrographic Office](#)

[insert\\_wrecksite\\_info](#)

[Racey Carl](#) 06/02/2010

At least nine other Cory Colliers involved in the London coal trade where lost off the Yorkshire coast, during WWI, to German U-boats or mines they had laid, these are: Hurstwood, Brentwood, Ocean, Harberton, Vernon, Sir Francis, Harrow, Corsham and Highgate.

ref. [Carl Racey, A Century of Steamship Losses](#)  
 used: [Losses](#)

[Racey Carl](#) 22/11/2009

### The Scarborough Minefield

During the First World War, nothing outraged the people of Yorkshire more than the bombardment of Scarborough by a fleet of German ships in December 1914. Nineteen people were killed and a further eighty were injured. The cry "Remember Scarborough!" was used in recruitment posters, so great was the anger felt.

What was not so dear at the time was that the bombardment was nothing more than a cover for an even greater threat. While the German battle-cruisers [DERFFLINGER](#) and [VON DER TANN](#) were firing their shells at the town, the light cruiser [KOLBERG](#) was engaged in laying, what proved to be, the densest minefield ever known in the history of naval warfare just off Scarborough....

read [more](#)

ref. [Arthur Godfrey, Tales Of The Yorkshire Coast](#)  
 used: [Coast](#)

[Racey Carl](#) 15/03/2009

Built as the [DEPTFORD](#) for William Cory & Son Ltd, London; Yard No 164; Launch Date 14/12/1911; On 24/02/1915 the [DEPTFORD](#) was caught in the Scarborough mine fields while carrying Navel coal from Grantham to Chatham; 1 life lost.

A side plate with the CORY flag was recovered from the wreck of the [DEPTFORD](#) and later the Engine Makers Plate was recovered inscribed G. Clark Ltd, Sunderland No 954, (Southwick Engine Works). This confirmed her identity.

ref. [Carl Racey, A Century of Steamship Losses](#)  
 used: [Losses](#)

[Racey Carl](#) 15/03/2009

The Board of Trade Enquiry was held on the 5th August 1914 and with little evidence it was concluded that the [DEPTFORD](#) was destroyed by the enemy, it was unable to conclude whether the agent of destruction was a mine or a torpedo. She was sunk at 2.55 a.m., one man was lost and the rest of the crew were picked up by the s.s. [FULGENS](#) and landed at North Shields. The records do not say how many men formed the crew.

Ron Young.... In recent years it has been established that the light cruiser SMS [KOLBERG](#) laid the mine that sank her.

ref. [Carl Racey, A Century of Steamship Losses](#)  
 used: [Losses](#)

[Allen Tony](#) 07/09/2007

[Deptford](#) SS was a 1,208grt, British Merchant steamer. On the 24th February 1915 when on route from Granton for Chatham she hit a mine and sank when 3 miles off Scarborough, Yorkshire. 1 life lost. Owned by Wm. Cory & Son, Ltd, London.

ref. [His Majesty'S Stationary Office, British Merchant Shipping \(Losses\) WW1](#)  
 used: [Merchant Shipping \(Losses\) WW1](#)

[Lettens Jan](#) 01/10/2009

[UK\\_hydro\\_member](#)

ref. used: [UK Hydrographic Office](#)

[insert new history](#)**Documents**[insert new document](#)**About Owner(s)** [Cory Colliers Ltd. \(Wm. Cory & Son\), London](#)

Cory Colliers (William Cory & Son) Ltd. 52 Mark Lane, London. Originally in the coal trade, became tug operators. Later renamed to Cory Towage Ltd.

























**About Builder(s)** [Blyth Shipbuilding & Drydock Co. Ltd., Blyth](#)

The site of the Blyth yard has a long and illustrious history. It has been occupied by a number of different companies, and has produced a wide range of vessels; from small wooden sailing ships to cargo-liners to large tankers. In 1811 shipbuilding began on this site on the south bank of the river Blyth. This area is known today as Wimborne Quay...

[read more](#) [George Clark Ltd., Sunderland](#)

George Clarke of Southwick Engine Works, Crown Road, Southwick, Sunderland

**Related wreck(s)****related by histories:**

 <a href="#">Boston</a>	1168 tons	22/12/1914	 <a href="#">M.C. Holm</a>	2458 tons	31/12/1914
 <a href="#">Condor</a>	151 tons	29/05/1915	 <a href="#">Membland</a>	3027 tons	15/02/1915
 <a href="#">Derfflinger</a>	26180 tons	21/06/1919	 <a href="#">Night Hawk</a>	287 tons	25/12/1914
 <a href="#">Elfrida</a>	2624 tons	07/01/1915	 <a href="#">Orianda</a>	273 tons	19/12/1914
 <a href="#">Eli</a>	1107 tons	25/12/1914	 <a href="#">Pacifique</a>	459 tons	14/12/1928
 <a href="#">Elterwater</a>	1228 tons	16/12/1914	 <a href="#">Princess Olga</a>	998 tons	16/12/1914
 <a href="#">Gamo</a>	202 tons	20/12/1914	 <a href="#">Sapphire</a>	298 tons	01/03/1915
 <a href="#">Gem</a>	464 tons	25/12/1914	 <a href="#">The Banvers</a>	448 tons	06/01/1915
 <a href="#">Gem</a>	464 tons	25/12/1914	 <a href="#">Therese Heymann</a>	2393 tons	25/12/1914
 <a href="#">Glenmorven</a>	2812 tons	26/12/1914	 <a href="#">Vaaren</a>	1090 tons	16/12/1914
 <a href="#">Hanna</a>	1573 tons	05/03/1915	 <a href="#">Von Der Tann</a>	21000 tons	21/06/1919
 <a href="#">Leersum</a>	1455 tons	26/12/1914			
 <a href="#">Linaria</a>	3081 tons	26/12/1914			

**Movies**[insert new movie](#)**History**[Racey Carl](#) 22/11/2009 **The Scarborough Minefield**

During the First World War, nothing outraged the people of Yorkshire more than the bombardment of Scarborough by a fleet of German ships in December 1914. Nineteen people were killed and a further eighty were injured. The cry "Remember Scarborough!" was used in recruitment posters, so great was the anger felt.

What was not so clear at the time was that the bombardment was nothing more than a cover for an even greater threat. While the German battle-cruisers [DERFFLINGER](#) and [VON DER TANN](#) were firing their shells at the town, the light cruiser KOLBERG was engaged in laying, what proved to be, the densest minefield ever known in the history of naval warfare just off Scarborough.

There is a theory that the intention of the German ships was to try and lure the British Grand Fleet into this minefield, and there are strong arguments for this. Whatever their reasons, the minefield did have devastating results, many of which did not become apparent until the last few years. Many ships in the war years simply disappeared without trace: they left their home ports and failed to reach their destinations. At the time, many of these unfortunate vessels were listed as "lost in the North Sea". Discoveries by amateur divers of Scarborough Sub-Aqua Club in more recent years have shown that many such losses were, in fact, victims of the KOLBERG's mines.

The first victims succumbed almost before the raiders were out of sight: the 1228-ton collier [ELTERWATER](#) struck a mine between Filey and Scarborough, and she was quickly followed by the 1190-ton Norwegian [VAAREN](#), another collier, and then the 988-ton [PRINCESS OLGA](#), carrying a general cargo. On this first day, December 16th, there was no indication as to the extent or density of the minefield, but when a group of

minesweeping trawlers from Grimsby steamed in on December 19th, they were to find out

It was a brilliantly-clear morning as the trawlers steamed past Filey, blackening the sky with their smoke, the sweeps out in readiness. Within the first five minutes they had exploded eighteen mines, and as they got into the thick of the field the falling tide brought the anchored mines closer to the surface. Each had five horns, and contained some 350lbs of explosive.

At 11 am, the 273-ton minesweeping trawler ORIANDA struck a mine while steam full ahead, and her momentum caused her to plough herself under the waves, her masthead cutting through the water like a submarine's periscope as she sank. Surprisingly, only one man was lost: Lt. H. B. Boothby and the rest of his crew were picked up from the water very quickly. A second trawler, the PASSING, later renamed PACIFIQUE, was also mined and a huge hole was blown in her bows: but she did not sink, and eventually beached at Scarborough for repairs. Significantly, perhaps, she was new and was the biggest trawler in the country at the time.

The sweepers found themselves in a desperate situation by this time as the full horror of the minefield became apparent. As the tide fell, they were in the midst of a horrible mêlée of floating mines, tangled wire sweeps and stricken trawlers, all drifting with the current. Operations were suspended until the tide rose again. The next day, the 203-ton auxiliary patrol vessel GARMO was blown up and sank with the loss of six lives, including that of skipper, T. Gilbert.

The loss of the merchant ships continued: the 1168-ton BOSTON was crippled by a mine, but drifted onto Filey Brigg before sinking, and Christmas Day saw the loss of no less than four ships. The 464-ton GEM was blown in half with the loss of 10 men: THERESE HEYMANN, 2393-ton was lost with all hands off Filey: the minesweeper NIGHT HAWK blew up with the loss of six lives, and 1107-ton ELI sank off Cayton Bay without loss of life. Boxing Day brought two more victims, the 3081-ton LINARIA and the 1455-ton Dutch steamer LEERSUM. The last day of 1914 brought another loss: the 2458-ton Danish steamer M C HOLM that had been posted as "lost in the North Sea" until Scarborough divers found and identified her in the early 1980's.

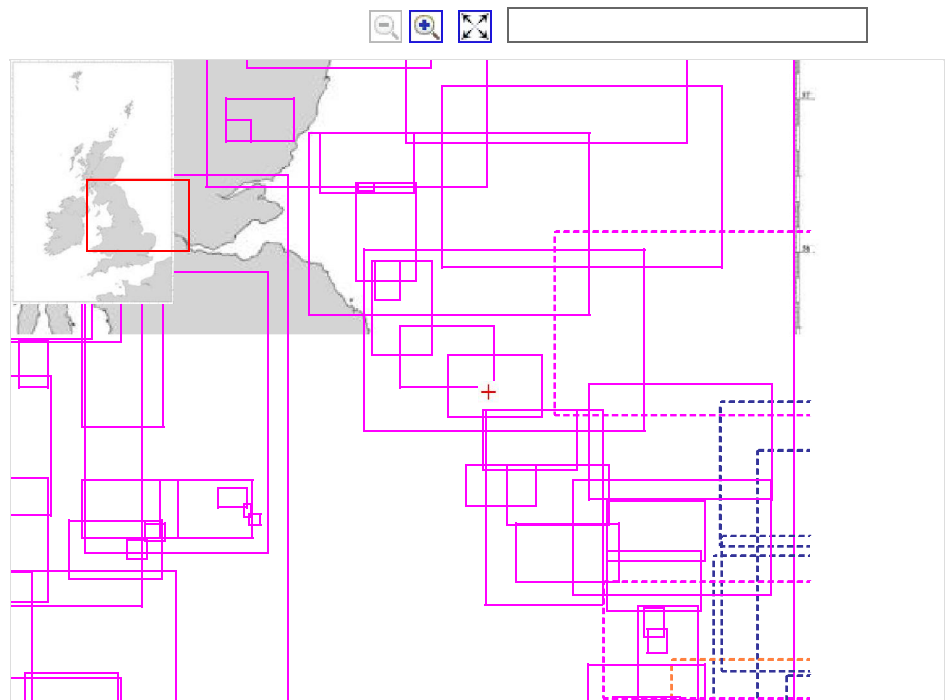
A fourth minesweeper trawler fell victim to the Scarborough minefield on January 6th, 1915, when the 480-ton THE BANYERS struck a mine and sank, taking six men's lives. The skipper escaped by scrambling out through the wheelhouse window as the trawler took its final plunge - he was no less a man than Lt. H. Boothby, who, it will be remembered, had already had one trawler, the ORIANDA, blown up from under him! Boothby was awarded the DSO - as he put it himself, for losing two ships!

It was many months before the last of the 100 mines had either done its deadly work, or been cleared, and hundreds of men died as a result. We shall probably never know the full extent of the damage and death caused by the Scarborough Minefield.

*Other known or suspected victims of the minefield in 1915 were the 2812-ton cargo vessel GLENMORVEN of Leith on 26th December, posted missing, all hands lost. The 2624-ton collier ELFRIDA on 7th January. The 3027-ton MEMBLAND was also lost with all hands on 15th February, presumed mined. The collier 1208-ton DEPTFORD struck a mine and sunk off Filey Brigg on 24th February. On 1st March the Hull trawler SAPPHIRE struck a mine and sank with the loss of one crewman. The Swedish steamer 1573-ton HANNA was blown up by a mine on 15th March with the loss of six lives. The last recorded victim to the minefield was the Scarborough trawler CONDOR with the loss of all nine crew. (Carl Racey)*

ref. used: [Arthur Godfrey, Tales Of The Yorkshire Coast](#)

British Isles pref. [Google](#):



More charts:  <  <

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