

# From Ratings to Officers

## Gozitan Seafarers who Achieved Certificates through Education between the Early 19<sup>th</sup> Century and the Second World War – Part I

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### Introduction

Gozo has produced some fine and skillful merchant seamen throughout the years. Mostly hailing from Nadur, Ġhajnsielem, Xewkija, Qala, Sannat and Victoria. This can be seen through the various censuses<sup>1</sup> of the 1800s and through Merchant Navy Roll of Honour from the First and Second World Wars.

For example, in 1861, only Vittoriosa, Cospicua and Senglea each had more mariners than “Nadur and Kala” in the whole of Malta. Although Valletta, lies on the Grand Harbour the number of seamen from that city was less than that of Xewkija and Ġhajnsielem, during the same year.<sup>2</sup>

During the Second World War Nadur paid the highest price in Gozo with 43 victims in total, 31 of these perishing at sea. *The Times of Malta* of Saturday 10<sup>th</sup> January 1942 reported that “In Nadur, in Ġhawdex, there was hardly a family that had not a member sailing the seven seas in the Royal Navy or the Merchant Service.” The victims from Ġhajnsielem numbered 21 victims, 14 of whom died at sea and Xewkija had a toll of 13 victims, 9 of whom were seafarers (Bezzina, 2006).

Gozitan seafarers, often below the age of 18, were men who left their homes for a life at sea in search of better salaries or simply because there was no other job available in Gozo at the time. However, some of them proved more ambitious and wanted to advance from a simple deckhand to the rank of Officer or even be in command of the ship as Master Mariner. They were examined for their certificates by the Navigation Board in Malta or by the Board of Trade in the UK. This required a considerable

amount of study during times when even basic education was not available to all.

In order to obtain data on these Master Mariners, the present author carried out research through the *Index of Master Mariners and Mates*<sup>3</sup> at the National Archives of Malta in Rabat. The Index included Officers who were certified as Second Mate, Master Mariner of the Third Class or *Padrone* (Skipper), First Mate, Master Mariner of the Second Class, and Master Mariner of the First Class.

The First (or Chief) and Second Mates assist in navigation and other duties on board, but a Master Mariner could take command of a vessel. According to the law at the time, a *Padrone* could captain a small merchant vessel that navigates the waters between Malta and Gozo and also up to Sicily, Sardinia, Tripoli, Tunis, and Bône (Annaba) in Algeria. A Second Class Master could command merchant ships in the whole of the Mediterranean Sea and up to Cadiz, on Spain’s Atlantic coast and the Portuguese coast, also in the Atlantic Ocean. A Master Mariner of the First Class had no limitations whatsoever.<sup>4</sup>

The *Index of Master Mariners and Mates* contains a Register<sup>5</sup> showing their sea service – its first volume relates to the period approximately between 1813 and 1847 and the second volume from 1847 to 1907. Unfortunately, the first volume did not survive the test of time, however, we can still extract limited information from the Index. Also, during the second half of the 19<sup>th</sup> century both the Index and the Register were not updated regularly and some individuals were left out. Some Officers that I will be mentioning below were not included at all in the list.

1 NAG (National Archives of Gozo), ST/01/5 (1861 Census), ST/01/6 (1871 Census) and ST/01/7 (1881 Census).

2 NAG, ST/01/5 - Census of Malta, Gozo and Comino. Taken on the 31st October 1861.

3 NAM (National Archives of Malta), CSG 28/1.

4 NAM, CSG 27/1.

5 Ibid.

What follows is brief information about the careers of some notable Gozitan seafarers who obtained their certificates during the British period prior to the Second World War.

### **Master Mariners of the Third Class (*Padroni*)**

A quick look through the Index gives us some rough statistics for the period between 1813 and 1907. Nadur was listed as having 63 certified Skippers, Xewkija had 29, Victoria 19, Sannat 3, and another 2 were only identified as being from Gozo. It is also important to note that during most of the 19<sup>th</sup> century Nadur included both Qala and Għajnsielem.

Having at least a total of 116 *Padroni* from the island of Gozo in almost a century is certainly a good number. Ninety-six of these had their certificates issued before 1847. The boom of the Maltese merchant fleet of the early to mid-19<sup>th</sup> century lured many men to sea. Such a high number of Third Class certificates yields information about the size of the vessels the Gozitans captained and/or owned and the voyages and business they normally executed on short-sea trade to North Africa and southern Italy.

Of these 116 *Padroni* two have exceptionally stood out. They were Chev. Luigi Aquilina and Chev. Joseph Camilleri, both from Nadur. We present a brief profile of these two mariners below.

#### ***Chev. Luigi Aquilina***

Chev. Luigi Aquilina was born on 14<sup>th</sup> May 1817 into a maritime family. His father and brothers were all certified *Padroni* and were also owners of various sailing vessels (Grima, 2016).

In 1836 he moved from Nadur and was the first European to establish himself in La Calle, Algeria with a fleet of coral fishing vessels. (Fèraud, 1877) What really stands out in this personality was his courage.

He was involved in different rescues at sea. In 1848 he was decorated with the Gold Medal of Honour for

Courage and Devotion from the French Ministry of War for saving two French seamen from the sailing vessel 'Tafna'. An Official Statement of Satisfaction was issued from the Ministry of the French Navy in October 1851 for the salvage he performed on the French vessel 'Albatros'.<sup>6</sup>

In March 1854 the sailing vessel 'Caroline' capsized at the entrance of the port of La Calle. With the help of 24 of his fishermen employees he managed to rescue the Customs Officer from drowning. He also salvaged the 'Caroline' by pulling her onto the beach inside port.<sup>7</sup>

On the 26<sup>th</sup> of May 1858, another severe gale hit La Calle. In total, two sailing vessels went aground or were stranded on the beach inside port, with one of them colliding with a third one. Immediately a rowboat manned by nine people was mobilised, with Chev. Luigi Aquilina on board. Incredible efforts were made to give assistance to the sailing vessel 'Boberach' and to seamen of the other sailing vessels involved. With the help of these nine brave men, no one died on that day – Aquilina himself saved a young deck-boy of the 'Boberach' from drowning.<sup>8</sup>

This was the pinnacle of Aquilina's career, and for this act of courage on 15<sup>th</sup> August 1858 he was awarded the highest order of merit from the state of France, the Chevalier de la Légion d'Honneur;<sup>9</sup> the first Maltese seaman ever to be decorated with this honourable title from France.

Chev. Luigi Aquilina passed away in La Calle, Algeria, on 8<sup>th</sup> November 1880 at the age of 63.<sup>10</sup>

#### ***Chev. Joseph Camilleri***

Chev. Joseph Camilleri was born on the 25<sup>th</sup> of September 1858 in Nadur, also into a maritime family. His father, Francesco Camilleri, spent years as a *Padrone* of various Maltese sailing vessels.<sup>11</sup>

On the 27<sup>th</sup> of March 1876, at 17 years of age, Camilleri was issued the certificate of Second Mate

6 <http://web.archive.org/web/20180108042748/http://www.amicaledescalloisetamis.fr/Personnage.html>

7 Ibid.

8 [gallica.bnf.fr / BnF](http://gallica.bnf.fr/BnF)

9 <https://www.leonore.archives-nationales.culture.gouv.fr/ui/notice/7015>

10 <https://gw.geneanet.org/evechevaleyre?n=aquilina&oc=&p=antoine+louis+felix>

11 NAM, CSG27/1.

from the Navigation Board of Malta.<sup>12</sup> I could not, however, find the date of issue for his Master of the Third Class certificate. He immediately set off to then French North Africa where he started to excel in numerous rescues at sea, despite his young age. Between 1878 and 1901 he was decorated with five Silver First Class Medal of Honour for Courage and Devotion and two Gold Medal of Honour for Courage and Devotion from the state of France. He was also given the decoration of Knight of the Order of the Crown of Italy and on the 7<sup>th</sup> February 1900 he was given the title of Commander of the Order of Nichan Iftikhar, an honorary decoration from the state of Tunisia. Finally, he was given the *Chevalier de la Légion d'Honneur*, the highest order of merit from the state of France, on 29<sup>th</sup> June 1901 at La Goulette, Tunisia.<sup>13</sup>

In around 1881 he helped a lot of French soldiers whilst they were engaging against the Khoumir people in Oued Djenan during the conquest of Tunisia and carried many wounded French soldiers, as well as Maltese and Tunisian civilians on his shoulders to hospital camps.<sup>14</sup>

During the invasion of Bizerte, Tunisia, he served on numerous French Navy ships as a Pilot. A Maritime Pilot is a certified individual of great knowledge of the area or port, and serves to advise the captain of the ship. Admiral Conrad of the French Navy requested Chev. Camilleri to be the sole Pilot for the Gulf and port of La Goulette. At the age of 23, Chev. Camilleri, piloted all of the arrivals of French Navy ships into Tunis.<sup>15</sup>

From 1885 onwards he was Skipper of the La Goulette (Tunis) lifeboat, named '*Louise et Renè Millet*', after the persons who funded her. Along with his lifeboat crew, they would row out to ships in the worst of weathers, rescuing crew and passengers from sailing vessels. He was involved in 18 salvages, rescuing a total of 78 persons while being Skipper.<sup>16</sup> This explains the many medals and decorations he had.

He retired to his hometown of Nadur after making a name for himself as a great salvor and passed away



Chev. Joseph Camilleri in 1901. Source: gallica.bnf.fr / BnF

on the 24<sup>th</sup> December 1937 at 79 years. Undoubtedly, he is one of the most decorated seamen in Maltese seafaring history.

### **Master Mariners of the Second Class**

As already mentioned before, many of the Gozitan mariners who achieved a certificate in the 19<sup>th</sup> century opted to stop at the rank of *Padrone*, that is, a Master Mariner of the Third Class or as a Second Mate. During the last quarter of the 19<sup>th</sup> century and up to the First World War, five Gozitan seamen climbed the ranks further to achieve the certificate of Chief Mate and that of Master Mariner of the Second Class. These were, by order of date of issue of their certificate; Salvatore Pisani from Nadur, Giuseppe Pisani from Nadur, Giovanni Xuereb from Xewkija, Giovanni Pisani from Xewkija (also Giuseppe's son), and Andrea Camilleri, my great-grandfather, also from Nadur. They all came from

<sup>12</sup> NAM, CSG02, 4661/1876.

<sup>13</sup> <https://www.leonore.archives-nationales.culture.gouv.fr/ui/notice/64053>

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

<sup>16</sup> gallica.bnf.fr / BnF



The ex-Voto that Capt. Pisani and his crew commissioned showing the brig-schooner 'Cometa Donati' in heavy weather. Used with permission from the Sanctuary of Our Lady of Tal-Ħerba, Birkirkara.

maritime backgrounds. Until the end of the Great War they were the highest certified Gozitan Deck Officers.

Brief profiles of these Master Mariners are given below.

### ***Capt. Salvatore Pisani***

Pisani was born in Nadur on 20<sup>th</sup> September 1847. His father, uncles and grandfather were all certified *Padroni* and were also owners of various sailing vessels.

At the tender age of 11, he was already a Deckboy onboard the schooner 'Oliva' along with his

15-year-old brother Carmelo and their father, *Padrone* Antonio Pisani.<sup>17</sup> On 5<sup>th</sup> May 1866 he was successfully examined by the Maltese Navigation Board for a certificate of Master Mariner of the Third Class which was issued two days later.<sup>18</sup>

His first command was the 58-ton<sup>19</sup> Maltese brig-schooner 'Cometa Donati', departing the Grand Harbour for Annaba, Algeria, on 23<sup>rd</sup> July 1866<sup>20</sup> – at 19 years of age. The owner of the 'Cometa Donati' was his father.<sup>21</sup> Between 1866 and 1874, he made a total of 47 voyages between Malta and various ports in Algeria, Tunisia, Libya and Sicily.<sup>22</sup> He was *Padrone* of the 'Cometa Donati' between 1866 and 1872, and he then transferred to the larger 87-ton<sup>23</sup> brig-schooner 'Vittoria'.

17 NAM, CUS, Series 18 Item 137-M-00116.

18 NAM, CSG02, 2444/1866.

19 'Ton' is a measure of volume in the maritime industry. Therefore it is different from the word 'Tonne' which measures weight..

20 NAM, CSG02, 3140/1874.

21 Mercantile Navy List 1866.

22 NAM, CSG02, 3140/1874.

23 Mercantile Navy List 1875.

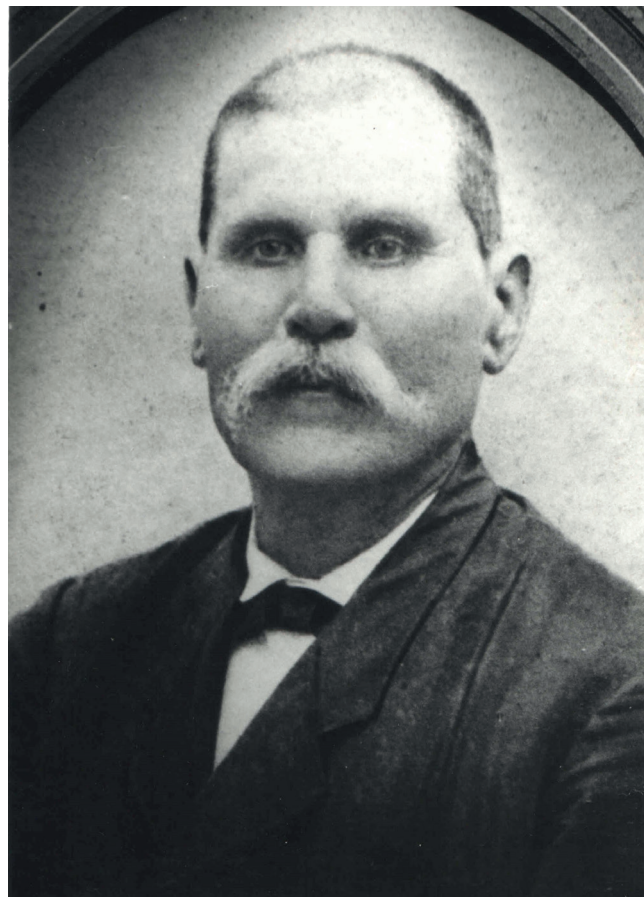
On the 9<sup>th</sup> of June 1871 the ‘Cometa Donati’ departed the Grand Harbour bound for Tripoli<sup>24</sup> with a crew of six. His brother Carmelo Pisani was the Bosun<sup>25</sup> (one of the highest ranks of a Deck Rating and is therefore at a level of a Chief Petty Officer; the Bosun or Boatswain acts like a foreman in the Deck department). Four days into the voyage, on the 13<sup>th</sup> June, and just nine miles out of Tripoli,<sup>26</sup> the brig-schooner was hit by a severe storm. The crew experienced a lot of problems; their sails were ripped by the very strong winds<sup>27</sup> and they were in danger of foundering. In fact, they made a vow to Our Lady of Tal-Ħerba to keep them safe through the ordeal. To this day the ex-Voto painting that Capt. Pisani and his crew commissioned is kept at the Sanctuary of Our Lady of Tal-Ħerba in Birkirkara.

Pisani was the first Gozitan to achieve a Chief Mate certificate and a Master of the Second Class certificate, higher ranking certificates that gave him the opportunity to navigate as Master to any Mediterranean port. This was issued on 5<sup>th</sup> June 1875,<sup>28</sup> when he was 26 years old.

### **Capt. Giuseppe Pisani**

Not related to Capt. Salvatore Pisani, Capt. Giuseppe Pisani was born in Nadur on 23<sup>rd</sup> March 1841. His father, uncles and grandfather were all certified *Padroni* and owners of sponararas (type of small sailing vessels). Capt. Giuseppe Pisani is the grandfather of the Gozitan poet Ġorġ Pisani (Grech, 1986). Although in parish records Capt. Giuseppe’s surname is found as ‘Pisano’, in maritime records he is always found as ‘Pisani’.

He was issued with the Master of the Third Class certificate on 5<sup>th</sup> September 1859,<sup>29</sup> at 18 years of age, and took command of a small 14-ton sponarara called ‘Superba’ just a day later.<sup>30</sup> In 1869 the ‘Superba’ was bought by his father *Padrone* Giovanni Pisani<sup>31</sup> and in 1876 Capt. Giuseppe Pisani is found to be the registered owner of the ‘Superba’.<sup>32</sup>



Capt. Giuseppe Pisani. Source: Not. Paul Pisani.

At some point, possibly in 1869, Capt. Pisani found himself in difficulty at sea. While he was *Padrone* of the ‘Superba’ his crew may have feared sinking and, like many other seamen, made a vow to Our Lady of Safe Haven. They may have been assisted by an Italian vessel, and somehow the ‘Superba’ did not sink (not as written in the reference to this paragraph) as she was in operation at least until 1883. In return for keeping them alive, Capt. Pisani, nicknamed *iċ-Ċimċem*, commissioned a niche of Our Lady of Safe Haven. He had the statue sculpted in Sicily from Gozitan stone, which he transported from Gozo himself (Grech, 1986). More than 150 years later, it still stands in Nadur, right in the street named after him, Triq Ċimċem.

24 NAM, CSG02, 3140/1874.

25 NAM, CUS, KL283.

26 Ex-Voto ‘Cometa Donati’, Cap. Salvatore Pisani, Sanctuary of Our Lady of tal-Ħerba, Birkirkara.

27 Ibid.

28 NAM, CSG02, 3700/1875.

29 NAM, CSG27/1.

30 Ibid..

31 Mercantile Navy List 1869.

32 Mercantile Navy List 1876.

On the 12<sup>th</sup> and 13<sup>th</sup> February 1879, Pisani was examined by the Navigation Board in Malta and was issued the Chief Mate's certificate.<sup>33</sup> Then on 1st March 1879 he was issued with the certificate of Master Mariner of the Second Class.<sup>34</sup>

Until at least 1883 he was still the Captain of the 'Superba', mainly doing voyages to Sicilian ports like Mazara del Vallo<sup>35</sup> and Porto Empedocle<sup>36</sup> carrying cargoes of wine, olive oil and other products to Malta.<sup>37</sup> After this he captained two other sailing vessels – the martingana (another type of small sailing vessel) 'St. Dominique'<sup>38</sup> and the 54-ton<sup>39</sup> brig-schooner 'Maria',<sup>40</sup> both of which he was the owner.<sup>41</sup>

During his married life, Capt. Giuseppe Pisani moved to Xewkija, and later to Victoria. He died on 20<sup>th</sup> January 1904 aged 62 years (Grech, 1986).

### ***Capt. Giovanni Pisani***

Capt. Giuseppe Pisani's first-born child was Giovanni Pisani. He was born in Xewkija on 16<sup>th</sup> December 1870.

His first command as a certified *Padrone* was at the age of 23 years – his father's brig-schooner 'Maria' departing 7<sup>th</sup> April 1894 bound to Mazara del Vallo in Sicily. He made a total of 11 voyages onboard the 'Maria' during the following two years and another 21 voyages on the 'Sacra Famiglia' between January 1897 and November 1901. These were all bound to Mazara del Vallo or Marsala, in Sicily, bringing back mainly wine as cargo.<sup>42</sup> The 'Sacra Famiglia' was a 68-ton brig-schooner also owned by his father Capt. Giuseppe Pisani.<sup>43</sup> On 30<sup>th</sup> August 1902 he was issued with the certificates of Chief Mate and Master of the Second Class.<sup>44</sup>

33 NAM, CSG02, 875/1879.

34 NAM, CSG02, 905/1879.

35 NAM, CUS, KL423.

36 NAM, CUS, Series 18 Item 169-M-00083.

37 Ibid.

38 NAM, CSG27/1.

39 Mercantile Navy List 1893.

40 NAM, CSG27/1.

41 Mercantile Navy Lists 1887 and 1893.

42 NAM, CSG02, 5655/1902.

43 Mercantile Navy List 1900.

44 NAM, CSG02, 5655/1902 and 6029/1902.

45 Mercantile Navy List 1900.

46 NAM, CUS, K931.

After his father's death in 1904, Pisani is found sailing onboard vessels of the Gatt family from Nadur, relatives of his. In 1907 he was the Captain of the 89-ton<sup>45</sup> schooner 'Nuova Provvidenza S' arriving in May from Heraklion in Crete with a cargo of 80 drums of wine.<sup>46</sup>

On 22<sup>nd</sup> May 1909, a 210-ton three-masted barquentine was added to the Maltese merchant fleet – the 'Gesù e Maria'. Michelangelo Gatt



The niche of Our Lady of Safe Haven in Nadur commissioned as an ex-Voto by Capt. Giuseppe Pisani.

Photo: Kenneth Grima.

from Nadur, owned 32 of her 64 shares, and Capt. Giovanni and three of his brothers jointly owned the other 32. Capt. Pisani was also her first Master,<sup>47</sup> remaining at least until January 1915.<sup>48</sup> Interestingly, in a voyage starting in May 1913 there was Orazio Mizzi, a 19-year-old Gozitan Able-Bodied Seaman who years later became a Master Mariner.<sup>49</sup>

As already mentioned, during the First World War he was in command of the 'Gesù e Maria'. However, he is not found in the records for Merchant Seaman's Campaign Medals<sup>50</sup> of that war. Despite being a Master of a British vessel, for unknown reasons, his medals were not issued, and they may have remained unclaimed for.

After the War, during the early 1920s he is found as Master of the 125-foot Maltese Customs steamer 'S.S. William Beeton', later renamed 'S.S. Girolamo Cassar', plying between Malta and Sicily on mail service.

Finally Capt. Giovanni Pisani spent many years teaching Navigation to Deck Apprentices and Cadets at the University of Malta; one of his students, Capt. John Elia Zammit Haber (Grech, 1986), will be mentioned later on in the next article .

### ***Capt. Andrea Camilleri***

Capt. Camilleri is my great-grandfather and he was born in Nadur on the 28<sup>th</sup> November 1879 into a maritime family. His grandfathers and uncles were seamen and his father owned a brig-schooner<sup>51</sup> while sailed as a Bosun.<sup>52</sup>

In May 1892, at the age of just 12 years he embarked onboard the Maltese brig-schooner 'Giovanna

Rosa'.<sup>53</sup> Ten years later, on the 26<sup>th</sup> May 1902 he was issued the Second Mate certificate,<sup>54</sup> and on 8<sup>th</sup> July 1904, the certificate of *Padrone*.<sup>55</sup>



Capt. Andrea Camilleri. Photo taken in Buenos Aires, Argentina in 1919.

Photo: Kenneth Grima.

Between 1911 and 1914 he worked as Second Officer onboard the British passenger ships of The Khedivial Mail Line. These include the 'S.S. Abbassieh',<sup>56</sup> 'S.S. El Kahira',<sup>57</sup> 'S.S. Tewfikieh',<sup>58</sup> and the 'S.S. Neghileh'.<sup>59</sup> These steamers traded between Alexandria, Egypt, Istanbul, Turkey, and other Eastern Mediterranean ports. They also traded

47 Transport Malta, Merchant Shipping Directorate, Register of Ships Belonging to the Port of Malta, Certificate of British Registry O.N.123507 'Gesù e Maria'.

48 NAM, CUS, L387.

49 NAM, CUS, L368.

50 TNA (The National Archives, Kew, UK), BT 351/1.

51 Mercantile Navy List 1880.

52 NAM, CUS, KL374.

53 NAM, CSG02, 5566/1902.

54 Ibid.

55 NAM, CSG02, 582/1904.

56 MHA, (Maritime History Archives, University of Newfoundland, Canada), Abbassieh O.N. 115845, Crew Lists and Agreements 1911-1912 and TNA, BT99/2944, O.N. 115845, Abbassieh Crew Lists and Agreements 1912-1913.

57 MHA, Tewfikieh, O.N. 102108, Crew Lists and Agreements 1913-1914.

58 Ibid.

59 MHA, Argyll O.N. 121323, Crew Lists and Agreements 1913-1914.

in the Red Sea down to Hodeidah in Yemen.<sup>60</sup> Back in Malta he was examined and issued with the Chief Mate certificate on the 13<sup>th</sup> October 1913.<sup>61</sup> The Master of the Second Class certificate was issued on 10<sup>th</sup> November 1913.<sup>62</sup>

On the 14<sup>th</sup> June 1914 he took command, as Master, of the British steamer 'Argyll',<sup>63</sup> remaining her Captain for the first half of the First World War until 8<sup>th</sup> April 1916.<sup>64</sup> Owned by the Sinai Mining Company, the 'Argyll' traded between the ports of Suez, Abu Zenimah, Ras Gamsah and Zeitieh in the Red Sea.<sup>65</sup>

After serving as Chief Officer of various British cargo ships,<sup>66</sup> in 1918 he embarked as Second Officer of the United States Army cargo ship 'S.S. Kerlew'.<sup>67</sup> At the time American ships offered a much better pay than British ships – a Second Mate's salary was more than twice that of a Chief Officer's in the British Merchant Navy. Onboard the 'Kerlew' he was involved in the so-called 'Coal Convoys', whereby around fifteen merchant ships sailed under the escort of naval trawlers crossing the treacherous English Channel carrying mainly coal to French ports.<sup>68</sup>

For his service in the British Merchant Navy he was awarded the British War Medal and the Mercantile Marine War Medal.

In November 1922, the 230-foot steamship 'S.S. Pontypool' was registered in the port of Malta and a passenger and cargo service was inaugurated between Malta and Tunis. Her first Master was Capt. Andrea Camilleri. She was owned by the Anglo-Maltese Steamship Company.<sup>69</sup>

For the rest of the 1920s and 1930s he was Master of other Maltese steamships<sup>70</sup> like the 'S.S. Taurus' and the 'S.S. Dorry' and also Master of brig-schooners like 'Sant' Antonio', 'Giuseppe Padre' and 'Massimo

Padre' of the Coleiro family. He made numerous voyages to ports in Greece, Sicily and Spain bringing many drums of wine to Malta.<sup>71</sup>

Capt. Andrea Camilleri, my great-grandfather, died suddenly at the age of 56 on the 24<sup>th</sup> of February 1936 in his home in Nadur.

As we now can see, Capt. Giovanni Pisani and Capt. Andrea Camilleri were the only Gozitan seafarers in the rank of Master in service in the British Merchant Navy during the Great War. They were therefore the only Gozitans who held command of a foreign-going<sup>72</sup> British merchant ship during the war.

***This is the first instalment of two articles discussing some notable Gozitan Officers of the Merchant Navy. The second part will deal with Master Mariners of the First Class and Engine Officers.***

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60 MHA, Abbassieh O.N. 115845, Crew Lists and Agreements 1911-1912.

61 NAM, CSG02, 1386/1913.

62 NAM, CSG02, 1558/1913.

63 MHA, Argyll O.N. 121323, Crew Lists and Agreements 1913-1914.

64 MHA, Argyll O.N. 121323, Crew Lists and Agreements 1915-1916.

65 TNA, BT 165/1185, O.N. 121323, Argyll Official Log Book 1914-1915.

66 MHA, Silvia O.N. 119158, Crew Lists and Agreements 1916-1917 and MHA, Bylands O.N. 112409, Crew Lists and Agreements 1918.

67 MHA, Clematis O.N. 109887, Crew Lists and Agreements 1919.

68 <http://www.navsource.org/archives/12/171325.htm>

69 Transport Malta, Merchant Shipping Directorate, Register of Ships Belonging to the Port of Malta, Certificate of British Registry O.N. 152043 S.S. Pontypool.

70 NAM, CUS, L460 and MHA, Taurus O.N. 81644 Crew Lists and Agreements 1924.

71 NLG (National Library of Gozo), Lloyd Maltese 1925-1930.

72 A foreign-going merchant ship is a ship engaged on international voyages.